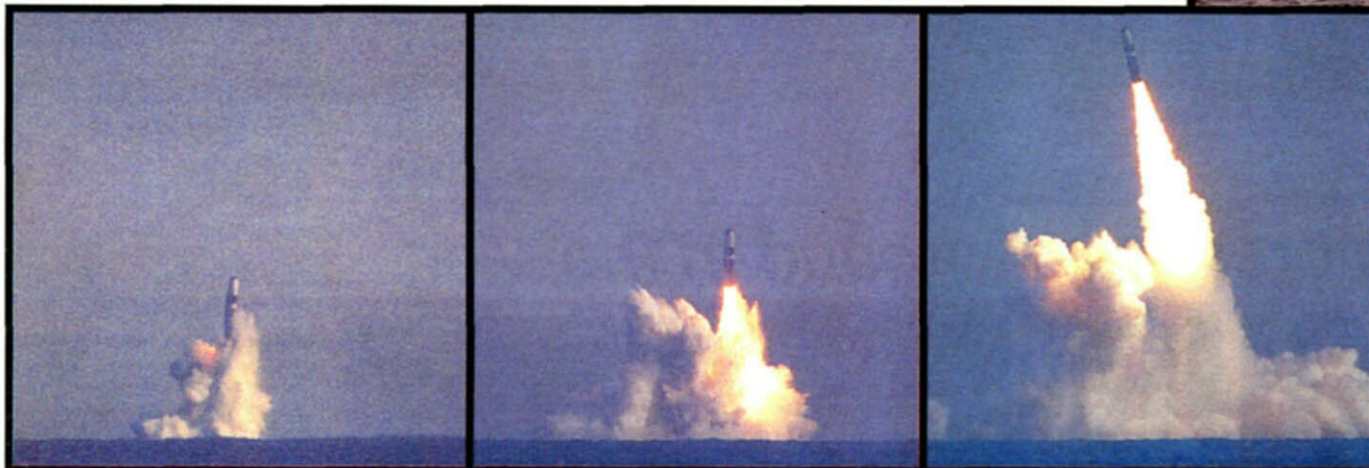




# Navy News

JULY 1994 40p

● Britain's Trident missile breaks surface for the first time and (right) HMS Victorious arrives at the Clyde Submarine Base.



## Trident's a rising star

FIRST FIRING of a British Trident missile from HM submarine Vanguard was foremost in a trio of milestones in the progress of the United Kingdom's new deterrent.

Defence Secretary Malcolm Rifkind was on board Vanguard for the successful launch of the unarmed Trident II in the USA's Eastern Range off Florida.

The firing — the first of two successful launches — took place as part of the submarine's Demonstration and Shakedown Operation (DASO), the purpose of which is to show that each of Vanguard's two crews has the required ability to

safely handle, maintain and operate the strategic weapon system.

Carried out under the command of Capt David Russell, the launch was hailed by Mr Rifkind as "a visible demonstration of the effectiveness of the UK's future independent strategic nuclear deterrent."

### Vengeance

Meanwhile the second of Britain's trident submarines, HMS Victorious, arrive at Faslane to start an extensive programme of trials before being formally accepted by the Royal Navy from her makers, VSEL.

At the time of the Trident launch

it was announced by the Ministry of Defence that the fourth and last boat of the class would be named HMS Vengeance. She will follow HMS Vigilant into service.

In the Royal Navy the name dates from 1758. Curiously, the last ship of the name is still in service — in Brazil as the Minas Gerais. A Colossus-class aircraft carrier, she was commissioned in 1945 and loaned to the Royal Australian Navy from 1953-55 before being sold to the Brazilians in 1956.

In RN service she followed six ships named Vengeance, including a First World War battleship.



READ all about it — youngest crew members of HMS Invincible! Wren (OM) Sally Chaplin and STD Luke Bird at Navy News's 40th birthday hosted by the Portsmouth-based carrier last month. See centre pages.

**FREE D-DAY  
SOUVENIR  
Part 3**

**MUSEUM  
'CARRIER'  
page 21**

**845 Sqn  
in Bosnia  
page 15**

# BRITANNIA RULE KO'd

BRITANNIA will cease to rule the waves in 1997. The Royal Yacht is to be decommissioned after more than 40 years of service and over a million miles at sea.

Making the announcement, Defence Secretary Malcolm Rifkind praised the "outstanding contribution" made by the Royal Navy's oldest active vessel.

He said it reflected the great care and professionalism which the Royal Navy and, in particular, the Royal Yacht's successive ship's companies had devoted to her.

The original decision to build HMY Britannia was taken in 1938. She was to be a vessel fit to carry a King Emperor to his colonies and dominions. Now the Government is to consider the question of whether to replace her at all.

Mr Rifkind said, "The Queen has made it known that in the light of changes in the pattern of Royal visits

since the Yacht was built she does not consider a Royal Yacht to be necessary in future solely for the purposes of royal travel.

"Nonetheless, in view of the success of Britannia in her representational role during state visits, and on other state occasions, and of the part played by the Royal Yacht in trade promotion, the Government believes it right to consider, without commitment, whether there should be a replacement at some future point, together with other options for meeting the tasks presently fulfilled by Britannia."

Feelings at Westminster vary enormously. Mr Barry Field, Tory MP for



the Isle of Wight, claimed "Britain without Britannia is like the Tower without the Crown Jewels".

While Mr Alan Williams, Swansea West's Labour MP, said, "At a time when we are cutting defence expenditure and axing hospital beds, the idea of a replacement for Britannia would

HMY Britannia in the Solent during the D-Day Review of Embarked Veterans. It was her last task before the decommissioning announcement was made.

● Turn to back page



## ON COURSE FOR TREASURE!

THESE divers from HMS Drake are finding that sunken treasure at the bottom of two lakes at the China Fleet Club is a load of balls — golf balls.

The lakes, near the 14th and 15th tees at the Saltash club's golf course, are perfect ball-traps for slicing golfers.

And slices there have been in their thousands: over the past 12 months Drake diving team have recovered 5,000 balls including this haul in the hands of Lt David Ward and CPO David Fields.

Resold at between £4 and £5 for five, the lost balls have made nearly £1,000 for the China Fleet Club.



## Speedboat raid foiled by Peacock

HONG KONG patrol vessel HMS Peacock has foiled an attempt by armed Chinese to hijack and steal a coaster's cargo worth more than £80,000.

Using a speedboat, the uniformed Chinese raiders — believed to be security guards — boarded the 200-tonne Chinese-registered Shanwei two nautical miles inside Hong Kong territorial waters.

The Shanwei was legally carrying air-conditioners and TV sets and bound for her home port 120 kilometres from Hong Kong.

Four of the Chinese officials, armed with AK-47s, climbed on board and ordered the ship's master to head for a Chinese naval base on one of the Lema Islands to the south of Hong Kong.

Unbeknown to the officials, HMS Peacock was on a routine anti-smuggling patrol in the area and had tracked the speedboat. When Peacock lit up the scene with searchlights and sent over a fast pursuit craft, the Chinese raiders abandoned their attempt.

### Overjoyed

The Peacock boarding party found the crew of the Shanwei overjoyed that the Royal Navy had arrived. The Chinese seamen had heard the hijackers planning to lock them up, unload the cargo at their base, then take the ship back out to sea and release the crew.

A spokesman for the British Garrison at Hong Kong said there was no confrontation and that the Chinese officials returned to their own vessel once they were informed that they were in Hong Kong waters.

In a previous incident on March 20, the cargo ship Tequila was seized by two speedboats of Waglan Island. The vessel, which was legally carrying 36 cars, was eventually found at Zhuhai.

## Tournament attraction

THE ROYAL Navy's Field Gun Run will once more provide one of the highlights of the Royal Tournament held at Earls Court on July 19-30.

Field gunners from Portsmouth, Devonport and the Fleet Air Arm will take part in the traditional competition on each day of the event, in which the lead Service this year is the Army.

For the first time one of the teams — Portsmouth — will be led by a female officer, Lt Anna Krystofiak.

Tickets ranging between £5 and £24 may be booked by ringing 071-373-8141. An information line principally arranged for retired naval personnel is available on 0891-884544 at 49p a minute peak time and 39p cheap rate, with proceeds going to naval charities.

## Ambitious exercises break new ground in the Med

# AMPHIBIOUS IMPACT

AS PLANS were being finalised for the D-Day commemoration, the armed services of ten nations were undertaking the most ambitious amphibious exercise to be held in the Mediterranean for many years.

The NATO task force for Exercises Resolute Response and Dynamic Impact included the assault ship HMS Fearless with Commodore Amphibious Warfare (Cdre Richard Bridges) embarked, HMS Avenger, and the landing ships RFA Sir Galahad and Sir Bedivere.

Later the British element was bolstered by the aircraft carrier HMS Ark Royal which deployed with her supporting forces from the Adriatic.

Resolute Response was scheduled by the Supreme Allied Commander Atlantic and was primarily a reinforcement exercise linked with Dynamic Impact sponsored by the Supreme Allied Commander Europe.

The initial phase was characterised by the first amphibious exercise to be held in Southern Spain, the Spanish Task Group taking part being headed by the carrier Principe de Asturias.

A combined minesweeping force cleared the inshore waters and early next morning COMAW as combined commander of the amphibious task force co-ordinated a three-nation

landing at Sierra Del Retin in difficult weather.

After re-embarkation the force sailed through the Strait of Gibraltar escorted by the Spanish ships.

Six nations — France, Greece, Spain, Italy, Britain and the Netherlands — were involved in a planning conference conducted at Palma by the Commander Strike Force South, Vice Admiral Prueher of the US Sixth Fleet.

### Sardinia

During May the amphibious force conducted intensive cross-training in southern Sardinia, was involved in an opposed transit of the Bonifacio Strait between Corsica and Sardinia, and conducted a turn-away rehearsal off southern Corsica.

Returning to Sardinia, the ships conducted a Non-combatant Evacuation Operation (NEO) involving the location and recovery of more than 200 men and women.

### Harmony

Next morning the task force made a major dawn assault by Greek and French marines landing from British craft. Despite bad weather the exercise was successful involving no fewer than 109 aircraft sorties from the carrier USS Saratoga.

Hailing the success of the exercises, Admiral Prueher said the venture had been "an outstanding achievement of multinational co-operation and flexibility."

"It has brought together men and women of ten nations in a spirit of harmony that I have not witnessed before in my career."



Marines storm ashore from one of HMS Fearless's landing craft. Picture: PO(PHOT) Fez Parker



HMS Avenger, still looking businesslike as she takes on one of her last roles — as escort during Exercises Resolute Response and Dynamic Impact. Picture: LA(PHOT) Steve Saywell

## New firing alert plan

THE Royal Navy has introduced a new information service to alert fishermen and other mariners to gun and missile firing in designated exercise areas around the UK.

Announcing the "Gunfacts" measures, Armed Forces Minister Jeremy Hanley said that from June 1 the times and locations of firings and underwater explosions would be broadcast twice a day by the Navy.

## Finnishing school

WORKING for Anglo-Finnish relations are WRO Angie Pearce and AB(S) Gary Chenery during the first visit to Plymouth for many years by a warship from Finland.

Angie and Gary were among members of HMS Broadsword's ship's company who were invited on board the 1,360-ton mine-

layer Hameenma to meet her crew.

The vessel, which gives its name to a class of Finnish warships, was taking time off while on annual training in the Atlantic and North Sea. Embarked were the Commandant of the Finnish naval Academy, Capt Jukka Pajala, and 24 officer cadets.



Picture: LA(PHOT) Andy White





## Carrier cat-napper

In January 1957 HMS Eagle's new mascot made the front page of Navy News — pictured comfortably getting into the swing of carrier life in a made-to-measure hammock.

Can anyone provide a record of this matelot moggie's service career?

Who made the hammock and where was it slung? We don't even have a name — and we also need details of his or her colour scheme, sex and eventual fate.

## IN BRIEF

### Gladiators go purple

TV's Gladiators programme is staging an inter-Service competition towards the end of the year, with an RN team consisting of one RN contestant and one RM.

**HASTINGS Winkle Club** — whose only lady member is The Queen Mother — needs to borrow a whaler for its annual charity boat race. Tel. Phillip Turner on 0622 843496.

A **PLAQUE** to the memory of CPO Alfred Mallett, the only man in the Submarine Service during World War II to win three DSMs as well as a Mention in Dispatches, has been unveiled in the Guildhall of his home town of Looe, Cornwall.

**COPIES** of HMS Ark Royal's Commission Book for 1987-88 are available at £5 inc pp from Cdr D. H. Williams, HMS Ark Royal, BFPO 212.

A **FLOWER** bed based on HMS Westminster's crest has been created in Whitehall Gardens to mark the new Type 23 frigate's commissioning in London.

**ADMIRAL** of the Fleet Lord Lewin and Admiral Jean Kessler met at the National Maritime Museum, Greenwich last month to mark the 200th anniversary of The Glorious First of June — a battle regarded as a victory for both sides. Though the British under Lord Howe captured six ships and sunk a seventh, the French succeeded in protecting a large grain convoy from the United States.



## Ice crane man

**CK Dave Sheppard** puts the finishing touches to HMS Drake's Rededication cake — dressed with a dockyard crane — later delivered to the children's ward at Derriford Hospital.

### Itsa fly pasta

**Frecce Tricolori**, the Italian Air Force display team, will be the star guest attraction at RNAS Culdrose Air Day on July 27.

A wide range of military aircraft will take part, supported by a number of civilian displays. The gates will open at 9.30 a.m. with the main flying display starting at 1.30p.m.

# Arabs saved from Red Sea reef

**TWELVE** Arab sailors have been rescued from a reef in the Red Sea by a helicopter from HMS Cumberland.

The Type 22 frigate, on her way home from patrol duties in the Gulf received an urgent request for assistance from the Rescue Co-ordination Centre in Aberdeen.

Commanding Officer, Capt Scott Liddbetter, immediately ordered the ship's Sea King helicopter to scramble. After a transit of more than 100 nautical miles it arrived at the Farasan coral reef, some 25 miles south-west of the Saudi Arabian island of Sirrain to find twelve survivors on the bow of the fishing vessel Al Khaleej.

Flight Commander Lt Cdr Richard Bridger said: "Having been stranded on the partly-submerged ship for over four days the crew were hungry and appeared to be suffering from dehydration. All twelve were safely winched into the helicopter and then transferred to the ocean-going tug Amatis to return to Saudi Arabia."

### Traumatic

During the short flight the survivors were checked by the ship's doctor, Surg Lt Peter Billingsley to ensure they were uninjured. They were also given water and some chocolate — very welcome as they had been without food or water throughout their traumatic experience.

The helicopter, flown by Lt Jim Johnston and Lt Mike Bullen from 819 Naval Air Squadron at Prestwick, Ayrshire, returned to the frigate after a four-hour sortie with only minutes of fuel remaining.

HMS Cumberland is due to return to Devonport this month after a deployment of nearly six months.

● The four man crew of an RNAS Culdrose Sea King rescue helicopter are to receive commendations from the Flag Officer Naval Aviation for their part in the rescue of the crew of 15 from a sinking chemical tanker last December.

During a ferocious storm 30 miles south of Start Point, the Maltese registered vessel Grape One, carrying a cargo of Xylene, a paint additive, developed a 45 degree list. At first light the 706 Squadron crew — who are not normally assigned to Search and Rescue duties — scrambled to the scene and winched the two Italian officers and 13 Filipino crewmen to safety. The vessel later sank.

## Not so subtle

**EX-DEVONPORT** Field gunner PO(D) Dave Bateman was apparently the victim of a hoax perpetrated in these pages last month.

The story headed "A subtle hint" which suggested that on being drafted to Portsmouth he painted the bonnet of his car with the badge of the Portsmouth Field Gun crew, has no basis in fact.

The article was delivered by LS(D) D. Simpson and accepted in good faith. PO Bateman is philosophical about this piece of propaganda: "It obviously stems from the fact that I hold four winner's medals, while LS(D) Simpson, as a Portsmouth Field Gunner, can only muster one," he says.

"Maybe he should take a subtle hint himself — and add a splash of red to his wardrobe!"



## New reign begins for Alfred

**HMS King Alfred**, the new RNR centre at Whale Island, Portsmouth, was commissioned by Second Sea Lord Admiral Sir Michael Layard last month.

Born out of plans to integrate the RNR more closely with the Royal Navy and enhance the operational roles of the Reserve Forces, it will train personnel in the Operations, Logistics, Medical and Public Affairs Branches.

The previous HMS King Alfred was a wartime training establishment for RNR officers at Hove — 22,508 passed through, 88 per cent of the commissioned strength — which closed in January 1946.





# Blue horizon travel agents



'Swimming it isn't listed under Own-Way Passage rules!'

## THE TEAM

IF YOU have a drafting problem and don't know where to address it, try Drafting Co-ordination. All general drafting problems can usually be staffed by the team:

DCO Lt Cdr Fred PATCHETT Ext 2565.  
 DC1 CPOWTR Peter CORNISH (Office Manager and Extended Service) Ext 2567.  
 DC2 WTR Paul MAUND (Gopher) Ext 2522 LFS Clearances.  
 DC3 Mrs Liz DEAN (Course Liaison — SPO, Leadership Firefighting) Ext 2566.  
 Movements LREG Robbie ROBINSON (Flight Bookings — Unaccompanied Baggage) Ext 2560.  
 DOP Mrs Bridget SIMMS (Commercial Courses and Draft Order Processing) Ext 2532.

THE ROYAL Navy's answer to Thomas Cook is the Movements Leading Regulator who co-ordinates flights with the Joint Services Travel Centre for all officers and ratings appointed or drafted abroad.

He also initiates the necessary action with the Government Freight Agency for the movement of unaccompanied baggage.

While travel to your overseas station is normally by air, it is possible to make your own arrangements. For example, if you wish to drive out in your own car, the rules for this — known as Own-Way Passage — are in BR 8587.

### Refunds

The basic principles are that such arrangements should not give rise to any extra charges to public funds and all the arrangements must be made by the individual, who must initially meet all costs without assistance. Prior written approval from the current commanding officer must be obtained.

A refund of expenses will normally be allowed up to a maximum of the cost of the official method of travel. The regulations are detailed, so if you are considering Own-Way Passage you must read the BR, a copy of which is normally available in the Unit Personnel Office.

Drafty does not write the travel rules but is ready to help and advise.

### SPO courses

Don't blame the course booking manager if you cannot get on a Ship Protection Organisation course — they are heavily subscribed and booked months ahead.

This will improve as Naval Military Training (NMT), now integrated into initial professional courses, ensures that all ratings are SPO trained before a first sea draft. However, in the transitional period significant numbers will require the SPO course as a pre-joining training requirement.

Introduction of the SA80 single weapon for SPO has resulted in reducing the training load

BEHIND EVERY complex organisation there is normally a silent, invisible team sorting out the loose ends, tidying up around the fringes, and providing support facilities to ensure as smooth a path as possible for the front runners.

In the case of Naval Drafting Division this task is carried out by the Drafting Co-ordination Office, a title that aptly describes its function and the jobs of the six incumbents.

It is this office that arranges closed drafting periods to suit a ship's deployment programme and effects drafting re-

sponses following minor changes to ships' programmes. The office promulgates the six months' estimated relief dates reports to ships so they can plan accordingly — and it can provide similar manpower reports for shore establishments or units on request.

It manages flight arrangements and unaccompanied baggage requirements for LFS, provides a central booking facility for general pre-joining courses, controls the distribution of draft orders — no mean feat with 81,000 individual drafts issued over the past year — and administers extended service personnel.

by replacing two weeks Tier 1 and Tier 2 training with a new one-week course, the OG 527 PRV (Ships Response Force Member).

Also introduced in parallel was the Annual Personnel Weapon Test (APWT) as a prerequisite for the new course.

### Misconception

A misconception by many units that the APWT could only be carried out by an NMT school and not by units locally, as planned and detailed on draft orders, drove NMT schools to provide APWTs at the expense of additional, programmed OG 527 courses planned to meet PJT requirements. The downstream effects have been:

- The loss of additional OG 527 courses.
- Ratings continuing to join ships without the SPO PJTs resulting in a local training requirement by the ship.

- Wasted places on valuable programmed courses.
- Unnecessary travel and associated costs.

The message is simple — help Drafty, yourself and your ship by ensuring an in-date APWT is held before you attend an OG 527 course.

The desk manager also co-ordinates course bookings for leadership training, firefighting, Northern Ireland and basic sea safety. Places on all these courses are well booked and not easily found to meet tight PJT packages.

With the number of non-attenders on the increase and the reason reported, in many cases, to be unit administrative error, valuable places are being lost which are difficult to fill at short notice.

Read the draft order instructions, particularly concerning the above courses, and let Drafty know as soon as possible when a designated course booking cannot be met for whatever reason.

## WAR ON PAPER

ANYONE know where MOP(PE) DGSS/SS631 is?

The Draft Order Processor does. It needs careful management to ensure that the many hundreds of draft orders issued by the Naval Drafting Desk every working day actually come out of the computer addressed to the correct destination and with the correct additional documentation.

Most of this is achieved by the computer alone — but there are over 900 different schemes of complement which involves a lot of checking. It also represents a lot of paper, and NDD is trying to play its part in reducing the paper mountain.

Therefore, while some draft orders require multi-addresses for administrative reasons, if unnecessary draft orders are being received the Co-ordination Office would like to hear from you.

## ES is going — but not gone

THE FUTURE for Extended Service in the current manning climate is obviously not rosy. The current policy is to return special billets to the Active Service (AS), mainly by replacing ES personnel, at the end of their current engagement, with AS people.

This means that the number of extended personnel will reduce from over 300 in 1992 to about 60 by the end of this year. The last ES engagement should terminate early in 1998.

However, while the end of a significant number of ES engagements appears to be in sight, they remain available under BR 8748 where an exceptional justification for ES can be made. And there will always remain



some areas best manned by ES personnel. Individual applications are taken on merit and require MOD approval.

All ratings on extended service (ES) are administered from the Co-ordination Officer by CPOWTR Peter Cornish. On an ES engage-

ment himself, he leaves the Service shortly, taking with him many years of drafting experience particularly on ES matters. His wise counsel across the drafting desks and especially within the Co-ordination Office will be greatly missed.

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## Top-rank visit for museum

NOT EVEN the presence of the First Sea Lord could persuade this Marine to straighten up and salute.

The figure, a dummy in a new display at the Royal Marines Museum was one of the features which caught the eye of Admiral Sir Benjamin Bathurst when he visited the museum at Eastney, Portsmouth.

The finer details of the figure, dressed in World War II Mediterranean rig, are being pointed out by the museum's director, Col Keith Wilkins.







# ILLUSTRIOUS ON SHOW

HAVING completed a two-and-a-half year refit at Plymouth, HMS Illustrious was immediately in the public eye — welcoming 18,000 visitors on board during Navy Days and proudly heading the line for review by the Queen at the D-Day commemorations.

On the latter occasion she fired the 42-gun salute and had embarked for the day both the FRS2 Sea Harrier and the maritime version of the EH101 helicopter, the Merlin.

HMS Illustrious emerged from refit the most modern of the Royal Navy's three aircraft carriers. She was fitted with a new, enlarged main mast, 996 radar and three Goalkeeper, close-in weapon systems.

Her ramp was increased to 12 degrees to improve Harrier endurance and the "graveyard" area forward of the bridge was enlarged. In all, some 500 tons of extra metal was added to the ship.

As well as a complete main engine overhaul, HMS Illustrious also received a new electronic jammer and a marked upgrade in computer technology, both hardware and software.

## Rededication

Her period of post-refit trials will continue until the late autumn, when she will go to Portland for Basic Operational Sea Training. Her programme will then concentrate on preparations for deployment to the Adriatic, where she will relieve sister ship HMS Invincible early next year. In the meantime, it is planned to hold a rededication ceremony in Portsmouth on the 28th of this month.

Displacing 20,000 tons, HMS Illustrious can carry a mix of up to 22 aircraft, enabling her to fulfil a variety of roles. The main roles of an aircraft carrier (CVS) can be summarised as follows:

- Provide the platform and facilities for the command and control of maritime forces, as a flagship.
- Air defence using the latest variant of the Sea Harrier (FRS2), coupled with the airborne early warning Sea King helicopters or the ship's own Sea Dart missile system.
- Surface attack (shipping), battlefield interdiction (land targets) and reconnaissance, again using the Sea Harrier.
- Anti-submarine warfare with the Sea King Mk VI helicopter.
- Carry an embarked Royal Marines Commando unit and the associated Sea King Mk IV helicopters.

Naval aircraft provide the

mobility and versatility crucial to a modern defence strategy. The CVS and its carrier air group (CAG) can move to almost anywhere in the world in international waters. Naval aircraft may be the first on the scene in a particular operation, giving both politicians and military commanders options, including early reconnaissance, the landing of special forces and land attack from the air.

## High value

Additionally, the CVS provides air traffic control, fuel, maintenance and briefing facilities. Events throughout the 1980s and 90s have demonstrated the high value of the aircraft carrier.

The various sub-departments of the ship's warfare department come together to drive and navigate the ship and man the weapons and sensors so she can be fought.

Radar operators collate incoming air and surface information to present the captain with an accurate picture of contacts on and above the surface. Sonar operators provide a comprehensive picture of underwater activity. Electronic warfare personnel intercept and analyse radar and radio transmissions to identify contacts as long range.

With the picture compiled, the captain decides which targets to engage with the Sea Harriers or missile and gun systems, and the fighter and helicopter controllers and members of the missile branch carry out his orders.

Communicators keep the ship in touch with Fleet HQ and other ships and aircraft, while seaman specialists man the bridge.

The air department controls the flight deck and hangar and is responsible for aviation safety services. Air traffic control and meteorological officers, plus a photographic unit also come under its aegis.

## Engineering

Air engineering maintains the aircraft and loads air weapons, while the weapon engineers maintain and repair the ship's weapon systems, radars, sonars, communications equipment, navigational aids and administrative computers.

Illustrious has two layers of defence missiles or Sea Dart, a medium range missile capable of engaging supersonic tar-

gets, and the three 30mm Goalkeeper guns, capable of firing 4,200 rounds per minute. The ship is also fitted with two 20mm BMARC guns.

The marine engineers maintain the ship's four Rolls-Royce Olympus gas turbines, which drive two shafts through the largest reversing gearboxes installed in any ship in the western world.

Electrical power is provided by eight Paxman Valenta diesel generators, while large distilling plants and a reverse osmosis plant make enough hot and cold fresh water for the ship's company's needs. Other services provided by the MEs include sanitation, heating, air conditioning and ventilation.

## Executive

Under the Executive Department come the ship's regulating staff, physical trainers, three medical officers (two doctors and a dentist), medical assistants, education officer and chaplain.

The supply department is also diverse — including stores accountants, responsible for 60,000 different items stored (ranging from washing-up liquid to printed circuit boards), caterers, cooks and stewards. Writers provide cash and banking facilities on board. The department forms the backbone of the ship's first-aid teams in action, as well as being a key player in the damage control organisation.

# Malta to Okinawa

FOURTH of the five ships to bear the name, HMS Illustrious was one of the most distinguished vessels of World War II. First of a new class of aircraft carrier, she was commissioned in 1940 and first saw action in the Mediterranean defending Malta convoys.

On November 11, 1940, 20 Swordfish from Illustrious attacked the Italians' most important naval base, Taranto, inflicting severe damage and tilting the balance of sea-power in the Mediterranean in the Allies' favour.

Early in 1941 the Illustrious survived a heavy attack by Stuka dive-bombers, but suffered extensive damage and many casualties. After refitting in America she returned to active duty late in 1941 and played a major role in the operations off Diego Suarez, Salerno and Sumatra. Her final action was in support of the American landings at Okinawa.

After the war she became a trials and training ship. She was laid up in 1954 and finally scrapped

in 1957.

The first HMS Illustrious was a third rate, 74-gun frigate, launched at Buckler's Hard in 1789. She saw action against the French, off Toulon in 1793 and at Genoa in 1795. In the latter action she was instrumental in the capture of two enemy warships, but suffered severe damage. While under tow she was driven ashore during a violent storm and was abandoned after being set ablaze.

The second Illustrious, also a 74-gun frigate, was launched at Rotherhithe in 1803 and enjoyed a long career. She became a training ship in 1854 and was broken up in Portsmouth in 1868.

The third ship of the name, a battleship with 12 and 6in guns, was launched in 1896. Obsolete by the outbreak of the First World War, she spent most of it as an ammunition store ship. She was scrapped in 1920.

**Battle honours:** Genoa 1795; Basque Roads 1809; Java 1811; Taranto 1940; Mediterranean 1940-41; Malta Convoys 1941; Diego Suarez 1942; Salerno 1943; Sabang 1944; Palembang 1945; Okinawa 1945.



ABOVE: Post-refit HMS Illustrious on initial trials in the English Channel in February. She will continue trials of her new equipment in the Channel until late autumn, when she goes to Portland for Basic Operational Sea Training.

## FACTS & FIGURES

Pennant no: RO6. Builder: Swan Hunter, Wallsend. Laid down: October 7 1976. Launched: By Princess Margaret, December 1, 1978. Accepted into service: June 18, 1982. Displacement: 20,000 tons. Length: 206.6m. Beam: 35m. Ship contains 1,400 compartments, eight miles of vent trunking, 800 miles of main power cables, 40,000 pipes, 60,000 stores items. Main machinery: COGAG, 4 x Rolls Royce Olympus TM3B gas turbines; 97,200 (72.5MW) sustained; two shafts. Speed: About 30 knots. Range: 5,000 miles at 18 knots. Ship's company: 700 plus 450 air group. Aircraft: A mix of up to 22. Motto: Non vox incerta "No uncertain sound".

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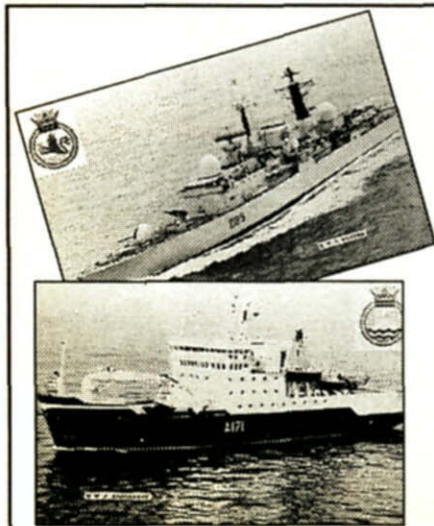
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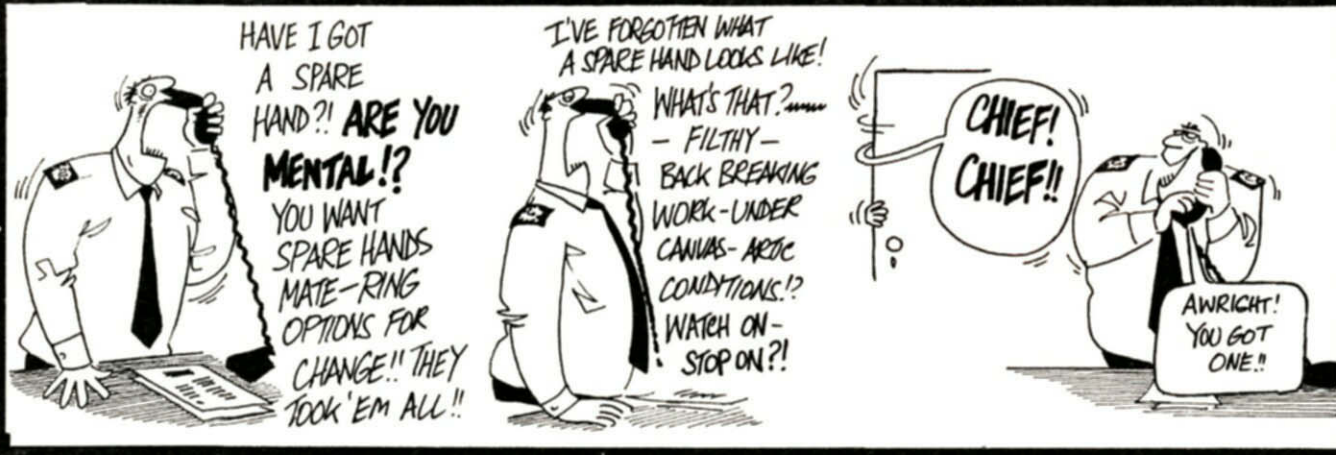
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JACK

BY TUES



## Letters

### Uniform left out in the cold?

BEING currently employed with other NATO forces in Belgium it has come to my attention how outdated and obsolete our Junior Rate's uniform is.

This had never bothered me previously but I now know that I speak for many Junior Rates who feel the time has come to modernise.

Working within a tri-service, multi-national organisation the opinion has been further endorsed by Officers and Senior Rates alike from our own Army, RAF and the Armed Forces of many NATO countries who believe our uniform looks old fashioned and fails to command respect (some of the international staff believed an RAF SAC to be senior to an RN Leading Hand).

Even as I write the RAF uniform is again being updated.

Why, I ask, is a white front considered to be a smart part of the uniform? If one was attending an official civilian function would a white T-shirt be worn or would one opt for a shirt and tie?

In addition to this, the uniform is impractical; tapes need replacing, movement is restricted and uncomfortable when working and in the winter is cold without the jacket (unlike Officers and Senior Rates, Junior Rates are not allowed to wear jumpers with No.2/No.5 trousers).

Whilst I believe it important for the Royal Navy to retain some tradition, particularly for ceremonial purposes, I also think it is time that we brought ourselves into the 21st century and in line with our counterparts both at home and abroad and updated our long out-of-date uniform.

LWTR J. R. Wright, SHAPE.

# Clouds over the Fleet

*After two days of rain and gales the D-Day Review at Spithead enjoyed a weather window of bright sunshine. One of our readers remembered that the crowds on South-sea seafont in 1912 weren't so lucky:*

I was a little girl almost ten years old when King George V and Queen Mary came to review the Fleet. On the Sunday afternoon my parents decided to take my younger brother and me, plus Grannie, to see the ships.

Thousands of people were gathered on the beach and promenade and when the Royal Yacht Victoria and Albert came in sight there was tumultuous applause from both sides of the harbour.

Everyone was happy and excited — until suddenly ominous black clouds appeared and it seemed as if the sky just broke apart.

The crowds scattered for shelter or for the trams to take them home. Long queues were soon formed and by the time our transport arrived we were all soaked to the skin.

My parents managed to get us all on board — but they had to go upstairs on the open-top deck. My brother and I squeezed inside — and once in there Grannie flatly refused to move, even though she was one too many above the limit for the compartment.

Unfortunately the conductor was equally stubborn and he wouldn't give the driver the signal to move — until some irate passengers shouted at him, and then he reluctantly rang the bell and we were on our way.

When we arrived home we all had to strip off and change into dry clothes, but my mother made Grannie undress and go to bed.

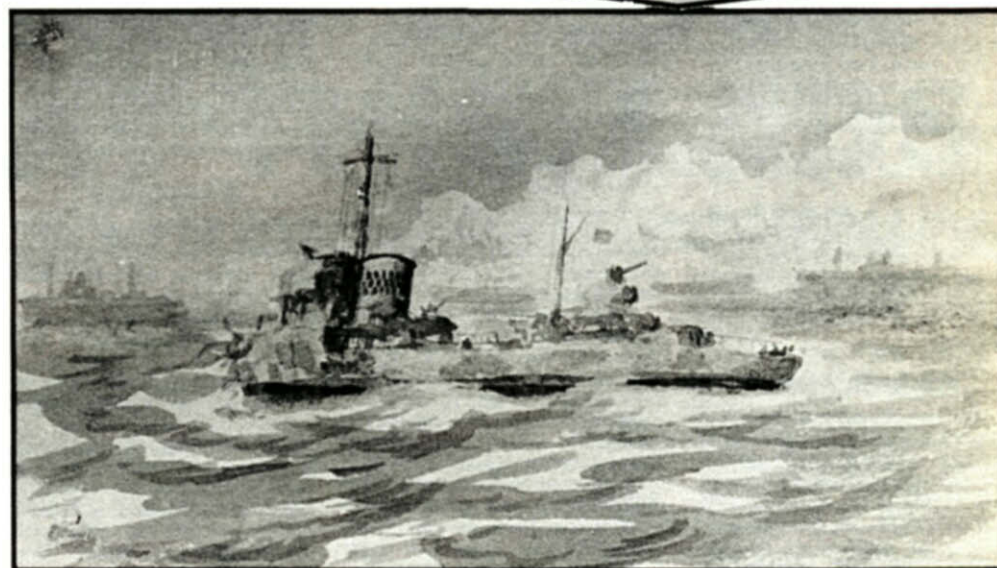
In the evening, when it was getting dusk, we went back to the seafont — minus Grannie — to see all the ships lit up. It was a wonderful spectacle which has lived in my memory ever since.

The evening ended with a fireworks display on the Common. Little did anyone realise that war was lurking around the corner and many of those beautiful ships and their crews would soon be lost and gone forever — L. Collins, Towcester, Northants.

LIKE so many others I enjoyed watching — via TV — Beat Retreat at HMS Excellent during the D-Day events.

I wonder, however, how many other viewers heard a very loud rotating sound during the American Airforce Band performance — caused by past generations of 'Whaley' Warrant Parade Gunners, Chief Gunners mates and Gunnery

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.



Instructors turning in their graves at the sight of people actually jiving on the square, the heart and home of 'gate and gaiters' and the Naval shrine of spit and polish! — R. F. Eggleston, Weymouth.

ON 6 June I heard a BBC TV announcer prattling on about the number of countries represented say: "Of course, no-one from South Africa is here because they had very little to do with the war."

Thirty per cent of my old ship's company were "Spring-boks", they were with us three days after war was declared — and I'm sure they were there in force on D-Day, on the beaches, in the Channel and in the air. — J. Nottage, Sleaford, Lincs.

### Another Londoner

The commissioning of a warship in London, as with HMS Westminster on May 13, is a rare but not unique occasion.

The Tribal Class destroyer HMS Ashanti was commis-

# Flower painting poser

Fifty years ago next month I had sailed with my unit, 19 Coy RASC(MT), from Tilbury in the Liberty Ship SS Fort Brandon. We were lying at anchor about a mile and a half off Courseulles, waiting to discharge, when a German aircraft, apparently on a reconnaissance, flew over the anchorage.

At 0730 next morning there was a tremendous explosion. Rushing out onto the deck I saw a Royal Navy corvette with her bows blown off, a cable off our starboard quarter.

It was thought the explosion had been caused by an acoustic mine, probably dropped the previous evening. It was blowing hard at the time and our ship was snatching at her anchor, which caused a lot of worry to the ships' officers, so no boats were lowered to rescue those in the water.

She moved slowly inshore amid a cloud of steam and hopefully beached herself. The photograph (below) is of a water colour sketch I did ten minutes after the incident — it shattered us all, especially not being able to help.

I would be grateful if the ship could be identified and to know how many of the ship's company survived. — Maj B. V. Wynn-Werninck, Retd MNI, Salisbury.

● This must have been the Flower Class corvette HMS Orchis, mined and beached off Courseulles on August 21, 1944 - Ed.

sioned in Poplar Engraving Dock in September, 1944 before proceeding to Scapa Flow to resume Russian convoys, then on to Channel Sweeps. — J. Bull, East Ham.

### Bounce or bust?

I WAS telling a young man the other day that when the Mediterranean convoys were attacked by torpedo-carrying aircraft flying at deck level the method used to counter them was to bounce Oerlikon shells off the water under their bellies.

He said his training as a stress engineer made it difficult for him to believe that they would do this — he thought they would disintegrate on striking the water.

Can any of your readers who were escort gunners or DEMS confirm that what I say is correct — that Oerlikon shells could be made to bounce off the water and rise at a sharp angle — so I can send this upstart back to the drawing

board? — E. Noon, Hull.

### Triple dose of nostalgia

THE decision to decommission HMV Britannia must have been received by many naval and civilian personnel alike with a feeling of deep nostalgia.

Wherever she appeared she always gave me a feeling of pride and security.

Whether the same feeling will be inspired by a successor I may not experience — I am 94 now and witnessed the passing of two previous Royal Yachts, plus the Admiralty yacht "Enchantress."

They have passed into the memory of the days when the Firth of Forth was just about large enough to provide anchorage for the Fleet I served in.

Britannia was — and still is — a good ship and worthy of a valued place down memory lane. God Save The Queen. — Lt. R. V. Marsh, Clanfield, Hants.

# Forth brought out of the ruins

CONCERNING HMS Daring's reunion at Kefalonia for the 40th anniversary of the Ionian Islands earthquake, I was on board HMS Forth when she sailed to give help at Argostoli.

I enclose a photograph of one of the devastated houses — we found an old woman of 73 who had been buried in the ruins for nine days without food and water.

### Soup for children

She was in good spirits, though, and refused the offer of more comfortable quarters once we got her out of the debris of her home.

I remember we were working day and night to help the victims. We set up a soup kitchen, cooking thousands of meals — including two issues in one day to 900 children. — T. F. Hopkins, Nuneaton.



## Navy News

No. 480 41st year

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# Foreign submarines surface in UK



## Trenchant hosts own talk show

NOW what's Russian for "We can't answer that question for security reasons?"

Cdr Simon Lister (above, third left) appeared a picture of concentration when Russian Deputy Fleet Commander Admiral Giorgi Titarenko visited HMS Trenchant.

Cdr Lister, the boat's Marine Engineer Officer is a Russian linguist and former assistant attache in Moscow and acted as on-the-spot interpreter for Trenchant's CO Cdr Philip

Mathias (left) and the Weapons Engineer Officer Lt Cdr Gary Blake (right) during the Admiral's tour of the submarine.

"As a former submariner he clearly enjoyed his few hours on board," said Cdr Mathias, "but, for security reasons, it was not always possible to answer his rather searching questions!"

The Admiral was the second VIP to visit HMS Trenchant since her return from a three-month operations period. Previously, Lady Hunt, the boat's sponsor, accompanied by her husband, former CINCFLEET Admiral Sir Nicholas Hunt, spent several hours on board meeting the crew, touring the submarine and enjoying lunch in the wardroom.

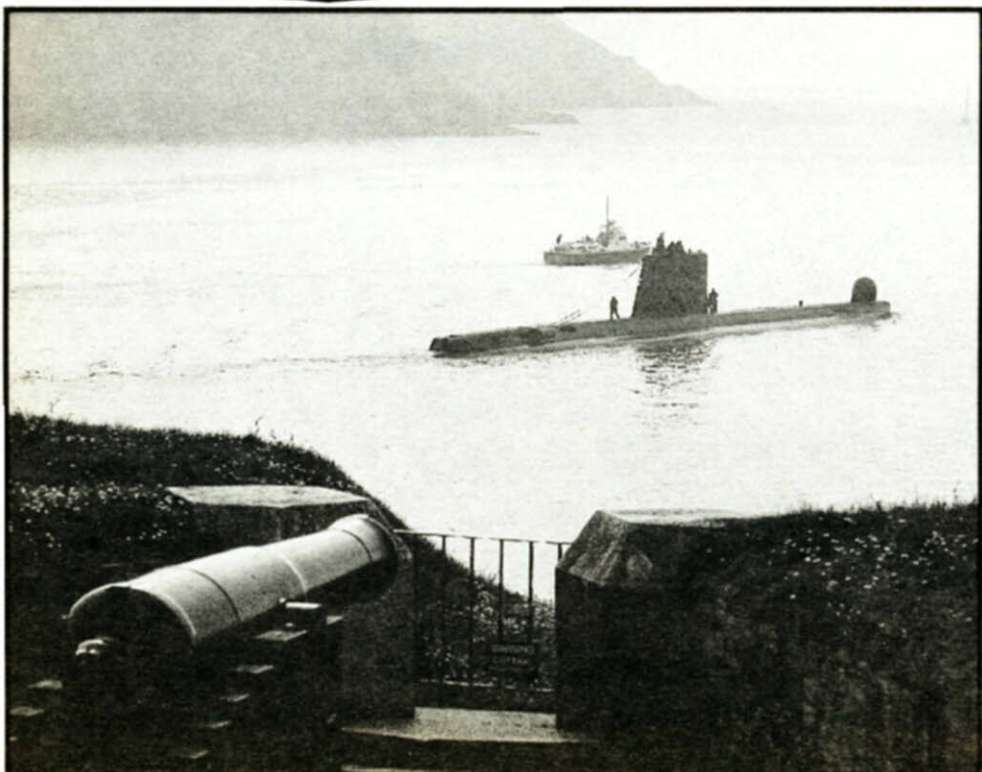
● HMS Valiant, the Navy's oldest submarine, is to be taken out of service a month earlier than anticipated. Based at Faslane, she will join three of her decommissioned sister boats at Devonport.

## SPAIN'S FIRST VISIT SINCE THE ARMADA

THE last time a Spanish warship visited Dartmouth was during the Armada when the man-of-war Rosario was wrecked by townsfolk.

This time the Spanish submarine Toninja received a much warmer welcome (despite that cannon aimed firmly in her direction)!

The submarine's crew visited Britannia Royal Naval College for a weekend of recreation during sea training at Portland.



ALONGSIDE for a five-day visit to HMS Dolphin, Gosport, is the Russian Kilo-class submarine 431, pictured above with HMS Ursula.

It was the first time since the Second World War that a Russian submarine had visited a British port. On board was Russian Deputy Fleet Commander Admiral Giorgi Titarenko who was welcomed by Flag Officer Submarines Rear-Admiral Roger Lane-Nott. One of the highlights of the Admiral's visit to the UK was a tour of HMS Trenchant (see Trenchant story).

Picture: LA(Phot) Gary Davies.

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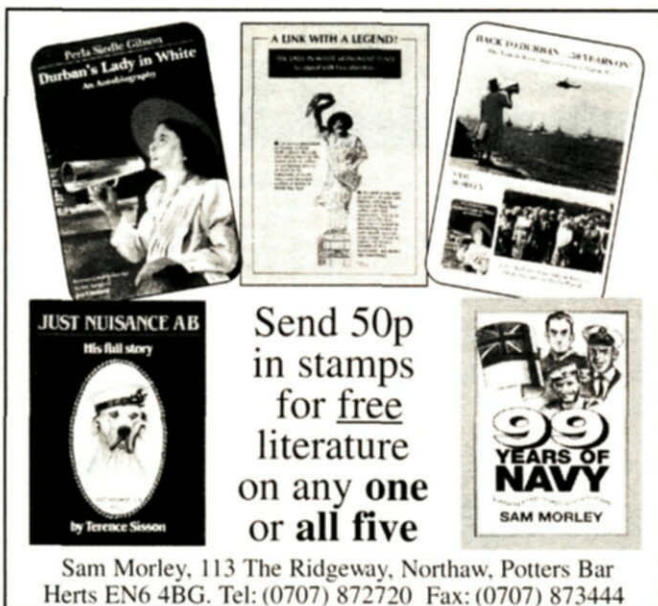
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## Get Wise on DCIs

# New post for 'one-star battle manager'

TO maintain flexibility in the command of UK maritime task groups, a new post of One Star Battle Manager has been created — the duty allocated to the Captain Second Frigate Squadron.

The post will be activated where a Task Group commander is required for operations or exercises at a level below those needing the two-star Commander United Kingdom Task Group.

Staff will be proved by the Alternative Battle Management Team at Flag Officer Surface Flotilla.

The Captain Second Frigate Squadron remains the Commanding Officer of HMS Cornwall — and so that he can be spared from his ship for long periods he has been provided on a trial basis with an Executive Officer of commander rank.

This commander's post is not subject to Sea Appointment Selection Board nomination and the trial will be reviewed later this year.

Long term aim is for the One star Battle Manager concept to be exercised at nine monthly intervals if suitable opportunities permit. The organisation was proven successfully during JMC 941.

— DCI RN 99/94

## Gossamer wings —

THE Joint Services Hang Gliding and Paragliding Centre at Crickhowell, Powys now runs Student Pilot Certificate and Club Pilot Certificate paragliding courses.

Sea Cadets and MOD employed civilians may also apply for these two-week courses, for which accommodation is provided at Cwrt-Y-Gollen Training Camp.

A Joint Service hang gliding expedition to the mountain regions of Spain is being run from August 13-September 3.

## — and OFT returning

FROM now on, all aircrewmen undertaking flying training must give a return of service of three years after completion of Operational Flying Training (OFT).

This ruling has come with the increasing length and cost of flying training, recognising also that initial career training continues beyond the award of Wings and bringing aircrew-

men in line with officer aircrew.

The rules for return of service for those who started flying training before June 1 remain unchanged.

— DCI RN 101/94

## Caribbean sail by date

DEADLINE for applications to take part in the joint service winter adventurous sail training exercise Caribbean Wings from mid-December to the end of May 1995 is the end of this month.

HMSTC Lord Portal, a 12-berth Nicholson 55, will be based in St Lucia for crew changes for all but the last two legs — from Bermuda to the Azores and from the Azores back to Gosport.

Costs will be from £200-730, depending on the leg.

— DCI JS 44/94

## Rules of the Range

LAND Range accidents must now be recorded in the Land Range Log (MOD Form 906) and reported to HMS Excellent for the RN Range Safety Officer by signal.

Accidents and incidents include negligent discharges; intrusion into danger areas by aircraft, ships, boats or personnel; and removal of warning signs.

— DCI RN 102/94

## Recruiting for Raleigh

RALEIGH International — the expeditions for young people originally launched as Operation Raleigh in 1984 — continue to look for Service personnel as expedition staff.

These should be aged over 25 and are expected to have obtained their unit's permission before submitting an application.

About 300 posts are available annually and while experience and specific qualifications are essential for some — as for diving instructors, mountain leaders and climbing, kayaking, rafting and other skills, some are for people with general leadership experience.

Service personnel aged 17-25 may also apply as Venturers — though several months' notice is required in both cases.

The programme for 1995 includes expeditions to Chile, Belize, Siberia, Guyana and Zimbabwe.

— DCI JS 46/94

## Porton call for help

ONCE again, the call has come for volunteers to take part in studies and tests of chemical and biological defence equipment at CBDE Porton Down.

Those taking part can earn up to £250 extra pay — and in special cases more — for a three week study.

Dates for the programme from August to December this year are given.

— DI JS 41/94.

## Gasherbrum peak period

A joint services expedition to climb the Gasherbrum 1 peak in the Karakoram, Pakistan is planned for a ten-week period between May and September 1996.

At the same time a second team of young climbers will climb a peak of around 20,000ft in the same area over a 30 day period. Applicants must be under 23 by 31 May, 1996.

DCI JS 33/94

## SECOND MECHANICAL ENGINEER OFFICER

A vacancy exists aboard for a challenging and satisfying role that would ideally suit a CPO or PO Marine Engineer Artificer aged between 26 and 30. The successful applicant will join a highly professional team, at the forefront of the marine yachting industry. This recently constructed private vessel is 80 metres in length overall, 2,000 GRT and cruises world-wide.

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## Hard wedge driven out



Whaddya mean — put 'em back?

NATO stock item 5510-99-924-0775 is no more — he wooden wedge (beech) used for damage control in HM ships has been removed from service.

Extensive trials at HMS Raleigh, Phoenix NBOD School and in ships at sea have shown that softwood wedges can be used instead of hardwood ones for shoring purposes — and so now item 0477/461-6298 may be supplied on a one-for-one exchange basis.  
DCI RN 105/94



# Home and away with new frigate

BEFORE the latest Type 23 frigate, HMS Northumberland, left Tyneside for her acceptance ceremony in Devonport, the ship's company chose to mark her departure with a Northumberland Week.

Despatched to the four corners of the county they were encouraged to take part in as many organised events as possible to develop closer ties with the community and raise money for charity.

Twelve members of the ship's company were hosted in Kielder by the Calvert Trust, an outdoor activity centre for the disabled, and they helped visitors with sailing, canoeing, abseiling and horse riding. The Trust is now affiliated to the POs' Mess and many members have since returned in their own time to help out.

## Castles race

Running in parallel with the Northumberland Castles Challenge, a series of major racing events sponsored by Northumberland County Council and shown on Channel 4, were another nine members of the ship's company led by PO Alex Higgins. They trekked from

Berwick Castle via Bamburgh, Dunstanburgh and finished at Warkworth Castle, having covered a distance of 70 miles.

Along the way they enjoyed the wonderful scenery and fresh air of their adopted county and raised £200 for the Council's Centurion Charity which raises money for gifted children in the area.

## Reception

Highlight of the week was the civic reception in Morpeth hosted by the County Council and attended by the Duchess of Northumberland and many local dignitaries.

Northumberland Week proved a great success and had the effect of strengthening ties with both existing affiliations and forging new ones.

The bonds that now exist with their affiliated county of the same name are firmly established and, although a Devonport-based ship, they hope to visit Northumberland, their second home, as often as

possible.

HMS Northumberland has now joined the Sixth Frigate Squadron and has a busy trials programme ahead of her.

● Local lads (and a lass!) pose for one last picture before HMS Northumberland left Swan Hunters on Tyneside. Clockwise, they are, bottom left, LWEM Dinger Bell, LWTR Tosh Shieber, First Lieutenant Lt Cdr Mike Pearey, MAA George Bone, WRO Claire Beaton and LMEM Blackie Blackburn.



## BROADSWORD VISIT STRIKES RIGHT NOTE

A BUSY six days lay ahead for HMS Broadsword when she visited her affiliated city of Chester.

CPO Basher Bates, LS(S) Spud Murphy, AB(EW) Rob Hayse-Bradley, LS(M)s Jimmy Hendrickson and Mac McLeod and Cpl Adams decided on a quick march around the Chester walks while six runners from the ship took a more arduous route and raised £300 for local charities by running from the ship's berth in Birkenhead to the city.

Many social and sporting fixtures were arranged during the visit and the ship welcomed hundreds of local people when she was open to the public.

HMS Broadsword's freedom parade through the city was followed by a civic reception during which a ship's bell, made on board by the ship's company, was presented by the CO, Cdr Christopher Robinson, to the Lord Mayor, Mrs Margaret Betts, in appreciation of the strong links forged between the ship and the city.

The visit was, however, tinged with some sadness as HMS Broadsword decommissions next year after a deployment in the West Indies, possibly making this her last affiliation visit.

## Brave's fancy brush work

BRISTLING with new technology after a year-long refit, the Devonport-based frigate HMS Brave lived up to her motto of "Fortune Favours the Brave" when artist Carole DeWar was asked to produce an oil painting of the ship against the backdrop of Dover.

Because of a busy training period before the ship sailed to her affiliated town of Dover she was away from her base port of Plymouth and just days before she departed for the Cinque Port an oil painting was needed as part of the exchange of gifts between the ship and the town.

A cry for help went up from the ship's company and Carol "dropped brushes" on her other paintings to take on the new task. The painting was finished on time and was presented to HMS Brave's CO Cdr Kevin Parris, just hours before the frigate sailed.

The Dover connection continued when sailors on board HMS Brave, now serving in the Adriatic, eagerly awaited the arrival of a fire engine from their affiliated town.

Dover is twinned with Split, HQ for the British Forces, and following an appeal from the city, Hampshire Fire and Emergency Service in Eastleigh donated a 21-year-old engine just retired from service.

Two men from the MOD Fire School at RAF Manston drove the engine to Split and because the two-day journey proved expensive Brave's Chiefs contributed to the cost of the fuel. The CPOs' Mess also helped pay for its transportation to Split and then the island of Brac, its final destination.



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## Warriors run off their feet



MEMBERS of Crinkly Bottom Athletic Club rest their "crinkly" feet outside Admiralty House after competing in aid of the Juvenile Diabetes Foundation (JDF) in the 1994 Nutrasweet London Marathon.

Lt Cdrs Jerry Pett and Martin Croft, PO(R) Paul Johnson and CRS Steve Brown, all from HMS Warrior, helped the club raise over £150,000 towards

funding diabetes research and were rewarded for their efforts with a cool draught from JDF fund-raising manager Annwen Jones.

## ACTIVE IS IN GOOD BOOKS

BOOKWORMS LS Nick Goodman and AB(R) Kelvin Willis, from HMS Active, browse through some of the 450 books collected by Plymouth City Council for the people of Gydna. HMS Active delivered the books during her visit to Poland last month.



Capt Charles Crawford, taking part with his Secretary, Lt Cdr Martin Kelly, and Assistant Secretary, Lt Mandy McBain, cycling, swimming and running respectively.

## Culdrose serves up soup of the day

LOCAL dignitaries joined senior officers at RN air station Culdrose for a "Famine Lunch" at the home of Capt Peter Fish and his wife Marion.

Guests were charged £5 for a cup of soup with all proceeds from the day going to the Corn-

wall Macmillan Nurses and the Marie Curie Cancer charities.

□ □ □

Those feet were made for walking ... that's what PO George Barraclough, from HMS Raleigh, thought as he trekked along the Pennine Way to raise money for Bethany Bawden who suffers from cerebral palsy, epilepsy and who is registered partially blind. At only two years of age Bethany has already undergone a multitude of treatments and PO Barraclough's walk raised enough money to buy special equipment to help her with her sight and other disabilities.

□ □ □

Marine Services Officers John Griffiths and Peter Graham, of Rosyth Naval Base, raised over £800 (helped by a donation of £100 from Rosyth Civil Service Sports Club) to buy equipment for the children's ward of Queen Margaret Hospital, Dunfermline. Proceeds from an Easter dance, a raffle and an auction of prints enabled them to donate a Resusci Baby (a valuable training aid), a baby buggy, a television and video.

□ □ □

Marathon man RS Taff John, from HMS Birmingham, raised over £599 for charity when he completed 218 circuits around the deck while the destroyer was on passage from the Adriatic to Cagliari in Sardinia. Conditions for the run were far from perfect, with rolling seas and moderate winds, but RS John completed the full marathon distance in 2hr 45.13sec. The money will be donated to the ship's charities, Birmingham Heartlands Hospital and Birmingham Cathedral.

□ □ □

The NSPCC benefited by over £102 thanks to a three-man triathlon held in HMS Collingwood. The event was open to all personnel, with the captain of the establishment,

## Sitting ducks are put out to grass



FEATHERS flew when ABs Barry George and Barrie Bremner went to mow the lawn on the roof of the Communications Centre in Whitehall and discovered 13 ducks nesting in the grass.

RSPCA inspectors Roy Vidler (back) and Peter Scott (right) were called to the rescue and returned the ducks to the lake in St James Park.

The lawn, which is on top of the Citadel in Horseguards Parade, was laid at Churchill's request to camouflage the building against German air raids and is still tended by the Navy.

## FISHY TALE

Drumfreck Sea Anglers raised £600 for the Scottish Council for Spastics during their annual open shore event attended by 140 anglers from all over Scotland. CPO Mick Partland, from Clyde Submarine Base, presented the cheque to Mrs Irene Shields.

### "Aggies" cares for sailors and their families



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## Sail of the century...

AGAINST the backdrop of one of the most spectacular skylines in the world, HMS Plover acts as guardship for the Royal Hong Kong Yacht Club's Centenary Regatta. Plover is under the command of Lt Cdr Simon Brown, Senior Officer of the Royal Navy's three-ship Hong Kong Squadron.

ary Regatta. Plover is under the command of Lt Cdr Simon Brown, Senior Officer of the Royal Navy's three-ship Hong Kong Squadron.

# Flexible careers in Review sights

MORE flexibility in careers in the Armed Forces have been foreshadowed as an option by the head of the recently formed independent review body set up to study manpower structures and conditions of service.

Mr Michael Bett said his team would aim to make recommendations that would lead to an evolution of the Armed Forces in line with changes projected in society over the next 15 years.

In an interview with Service publications, Mr Bett said that

in future members of the Armed Forces may serve for five years, contributing during that time their knowledge of hi-tech equipment. Perhaps they would then return to a civilian career to re-enter the Services later, having gained more experience outside.

"We have to think of different patterns of employment for the future, but with a more muscular contractual relationship than the ones that pertain in civilian life."

Mr Bett, a former deputy chairman of British Telecom, said the review he heads is not

a cost cutting exercise but one which should achieve better value for money.

The Bett Review team plans to visit as many Service personnel as possible: "If anyone does contact us we will listen to them or read their letters. And if there are any good ideas, we'll pinch them."

Other members of the team are the former Commander-in-Chief Naval Home Command, Admiral Sir John Kerr; Anthony Vineall, former senior executive with Unilever; and Michael Garner, a former director of TI Group.

## DASHED GOOD WELCOME!



WELCOMING HMS Dasher to Cornwall is her namesake — Padstow town's racing gig Dasher. HMS Dasher, training craft of Bristol University Royal Naval Unit, was visiting her affiliated town to take part in the community's May Day celebrations.



## Colleges forge stronger links

LINKS between the Royal Naval College Greenwich and the recently redesignated University of Greenwich were strengthened when the ceremony to instal the university's first Chancellor was conducted in the magnificent surroundings of the College Chapel.

Our picture shows the Chancellor, Baroness Young, being welcomed by the Commander of the College, Cdr Ed Searle.

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## Four in the frame

A PICTURE fit for a recruitment poster — four happy sailors from the recently commissioned Duke-class frigate, HMS Westminster, smile from the quarterdeck. They are (l-r) AB(EW) Paul Higgins, OM(EW) Kirsty Arden, LS(R) Shaun Hennessy and LS(EW) Mark Wilkes.  
Picture: CPO(PHOT) Stuart Antrobus

## SEVENS UP FOR KEN

LWEM(R) Ken Monk (left), captain of HMS Beagle's football team, hands over his No. 7 shirt to LWEM(R) Chris Lawson, his relief on board the coastal survey vessel.

Seven also signifies the length of service in years that Ken has put in on board the Beagle. During that time he has served under five COs and received a Herbert Lott award for his outstanding work for the hydrographic surveying branch.



## LYNNE'S CAREER REVS UP NICELY

NOT CONTENT with being an "angel," former Senior Nursing Officer in the QARNNS Lynne Connolly trained for the priesthood.

At St Luke's Church, Heywood, where she was ordained, a great friend from her Navy days was in attendance to lend his support. Chaplain Richard Buckley (right) and Lynne first met in 1985, whilst serving at Royal Naval Hospital Haslar. Richard, now Chap-

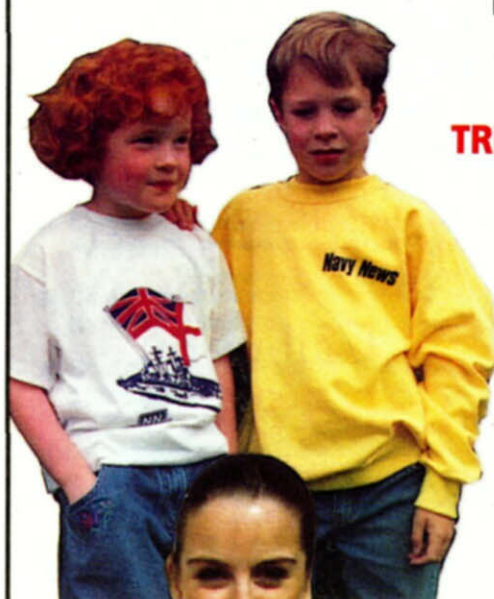
lain at RNAS Portland, prepared Lynne for confirmation and set her on the road to ordination.

The service of ordination was performed by Bishop Stephen Venner (left), Bishop of Middleton (Diocese of Manchester).

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# People in the News

## GALLANTRY REMEMBERED

SURGEON Rear Admiral Sandy Craig and Mrs Margaret MacLaughlin examine a newly-unveiled tribute to Margaret's late husband, CPOMA Duncan MacLaughlin, at the Royal Naval Hospital Haslar.

While serving as a medic with 45 Commando Royal Marines in Ulster in 1970, Duncan drove through gunfire to rescue two casualties. After saving the first he was hit in the face by sniper fire, but despite the bullet smashing his lower jaw and lodging in his throat, he refused treatment and drove

the second patient to hospital through the gunfight.

The facial scars and shrapnel lying in his spine stayed with CPO MacLaughlin for the rest of his life; he died of cancer last year. His bravery won him a George Medal, a replica of which now forms part of the display at Haslar.



## Great communicator

**WINNER** of the David Skinner Memorial Trophy this year was POCY Jim Parkinson, an instructor at HMS Sherwood, Nottingham's Royal Naval Reserve Unit.

The award is made annually to the student gaining the best marks on a petty officers' qualifying course for Communications Yeo-

men and Radio Supervisors. Jim (left), a local government employee in civilian life, received his prize from Cdr Ian Robinson RNR.

## DUKE JOINS 815

LT CDR The Duke of York will relinquish command of HMS Cottesmore in November and undergo a series of refresher courses at 702 Naval Air Squadron, Portland, before taking up his next appointment, Senior Pilot of 815 NAS.

Headquarters squadron of the Lynx helicopter flights which embark in Royal Navy frigates and destroyers, 815 NAS, also based at Portland, is currently the largest helicopter squadron in Europe. It comprises over 80 aircrew, 420 ground crew and 41 helicopters.

The Duke of York's main role as Senior Pilot will be to oversee the standard of flying of the squadron's pilots in order to maintain a high level of operational capability.



**FIRST** recipient of the Martin Boniwell Memorial Cup — to be awarded to the top student of each Principal Warfare Officer course — was Lt Cdr Keith Muir (above), now PWO(A) of HMS Iron Duke. He was presented with the trophy by Mrs Candy Boniwell at HMS Dryad. Lt Cdr Martin Boniwell, who died in January after a protracted illness, had been in charge of PWO training at the establishment.



Picture: LA(Phot) Goody Goodban

## Babe watch!

**FOR THE** first time in the ship's 20-year history, HMS Herald's bridge was "manned" entirely by females.

Working towards her Bridge Watchkeeping Certificate was Surgeon Lt Lynn Brunton, while AB Helen Bainbridge (right) was QM and AB Penny Curtis (centre) took on the task of Survey Recorder of the Watch.

The three were kept busy by heavy shipping approaching the Strait of Gi-

braltar as the Herald took a break from oceanography in the North Atlantic. In the calmer waters of the Mediterranean she joined French and Dutch minesweepers for Exercise Olives Vertes.

● Surg. Lt Brunton is hoping to gain her BWC in the near future and wonders will this be a first?



## Wrens' swan-song

**SENIOR** rate Wrens of HMS Drake hosted a farewell dinner for the Women's Royal Naval Service and welcomed guests from West Country establishments, HMS Vivid and the local Association of Wrens.

CWREN Carol Quayle (2nd left), who presided, and her committee, POWREN Tracy Barber (left) and CWREN Viv Parkins (right), organised an exhibition of WRNS memorabilia 1917-1993.

Guest of honour was Miss Joan Cole (second right), who spoke of her Navy career which began in 1941 as a Supply Assistant and ended in 1974 as Superintendent — and accepted a £100 donation for the official Wrens' church, St Mary le Strand, which is undergoing restoration.

## Executive material

**AS THE** SD seaman officer achieving the highest aggregate marks at BRNC, the SD Greenwich course and the Executive Course, S/Lt Geoff Elsom (Collingwood), top right, received the Admiral Sir Richard Clayton Memorial Sword.

It was presented by Mr Andrew Williams, Divisional Director of Marconi Underwater Weapons, at a ceremony at HMS Dryad.

Lt Pippa Sargent (Brave), bottom right, was presented with a pair of binoculars by the MD of Carl Zeiss (Oberkochen) Ltd, Mr John Cockerill, as the student achieving the best results on the Executive Course in 1993.

Other Executive Course prizewinners are S/Lts David Knight (Walney) Stephen Hoyle (Dolphin) and Mike Morton.





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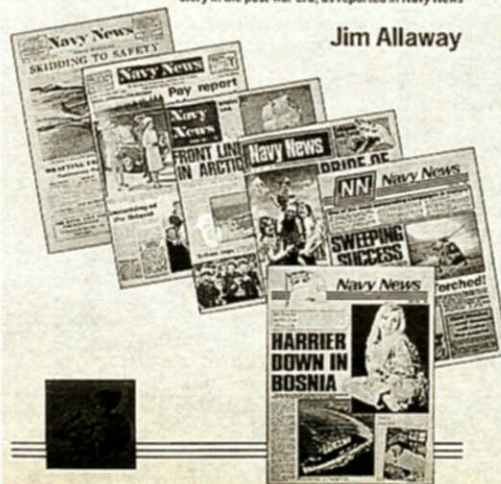
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Jim Allaway



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'It was a mistake letting the Yanks perform at our D-Day anniversary parade!'

## NEWSVIEW

### Power dressing

IN the decade before World War I the Russian cruiser Askold's five towering funnels engaged the respect of what would now be termed 'Third World' rulers, who naively saw them as a more accurate embodiment of her power than her battery of six-inch guns.

Would that it were so simple now. Naval 'power projection' is no longer an easy concept to project — as Captain Richard Sharpe has noted in the foreword to the latest edition of *Jane's Fighting Ships* (see opposite).

Still less easy to put across to a public naturally concerned with the allocation of scarce resources is the continued requirement, now that the Cold War has ended, for an independent nuclear deterrent — brought into focus by the first test firing of the Trident missile by HMS Vanguard and the first sea trials of her sister HMS Victorious.

Yet the current mood of bellicosity exhibited by North Korea and the uncertainty that surrounds her status as the possessor of atomic weaponry suggests that the end of the Cold War by no means guarantees that the prospect of a hot one is thereby removed.

The great triumph of the media coverage of the D-Day commemorations lay in the fact that the sacrifice of the young people of a couple of generations back was vividly brought home to their successors.

Television is the medium through which most people — particularly young people — form their views these days. And since it is primarily a visual medium it relies on dramatic visual imagery to make its point.

When it comes to warfare, this is more readily applied by immediate land-based reports of military action in the world's trouble spots.

In the past, the naval message was simply conveyed via the maintenance of large fleets, at home and abroad, periodically assembled for review. That sort of image can no longer be produced. Even though the Royal Navy remains a force with all the core components of power projection — nuclear powered submarines, aircraft carriers and an amphibious capability — not even a small part of its immense firepower can be demonstrated for the humble fireside box-watcher.

Were it ever to be fully unleashed there would be no witnesses anyway.

It is just as well that the Navy's best work can be shown by the flexibility of its response — particularly through its amphibious units — in instances of humanitarian and disaster relief operations.

The Navy has been first on the scene in many of these — as *Navy News* has recorded over the past 40 years. The current issue carries several items which are cases in point — all showing that expertise in warfare skills can be easily translated to the cause of common humanity (see page 3).

Meanwhile the news agencies may have moved away from the Adriatic, temporarily bored by the bloody feuding in Bosnia. But the Navy is still very much in the picture there — even if no-one wants to point a camera at it.

## JANE'S POINTS UP PROBLEMS OF PERCEPTION

# Fighting ships lose in TV ratings war

**THE end of the Cold War has created a dangerous indifference — not least in the media — to the need to properly defend our sea routes, writes Capt. Richard Sharpe in the foreword to the latest edition of *Jane's Fighting Ships*.**

Despite the fact that the seaborne merchant trade is currently running at 4,000 million tons a year — 12 times the volume in 1950 — and that the ships that carry it are increasingly vulnerable to land-based air-flight missiles and intelligent mines, let alone submarine-launched weapons — the decline in numbers of operational warships continues in most western navies, he says.

These are meanwhile battling against a reduced level of public understanding of their role.

"Perhaps the greatest difference in terms of civilian perception is that aircraft, armoured vehicles and ground troops regularly engage in one to one combat worldwide, an activity which projects simple television images.

"Ships are no longer seen to do this, and if submarines are practising the art under water, they have not fired at each other for years, and even if they had, CNN would not have been there to record it . . ."

This problem of perception was compounded by the fact that fewer people now in positions of influence had themselves experienced any form of military service.

"Understandably, these few have less and less influence over the majority who see Defence as just another spending department absorbing chunks of a national income, with few results that match their narrow conception of political, industrial or social cost benefits."

Once again, Captain Sharpe focuses on the Far East in general — and on China in particular — as a potential area of confrontation.

"International views on Chi-

na's maritime ambitions are diverse. There are those who argue that only a fool would disrupt the region's economic growth by starting a war, and anyhow China's Fleet is a paper tiger which needs at least another decade to bring weapon systems technology and operational standards up to acceptable levels, even if there were enough people of the right quality to man the ships, which at the moment there are not.

"On the hawkish side of the fence are those who point to the potential prize of an estimated 50 billion tons of oil and mineral deposits offshore, the aggressive claims for increased territorial waters, the behaviour over the negotiations for greater democratic government in Hong Kong, and the numerous incidents of unarmed merchant ships, including those of Russia and Japan, being attacked or arrested either by Chinese militia craft or occasionally by the Navy itself. (See also page 2).

### Anxiety

The stated intention was to have two 48,000-ton aircraft carriers leading two Chinese task fleets by 2005 — and whatever anyone else might think about China's long-term intentions, Taiwan's defence minister was certain that the military build-up on the mainland was "an attempt to lay the foundations of a regional superpower."

Meanwhile reports of North Korea receiving up to 40 Russian submarines for scrap at the end of last year "sent a shiver of anx-

iety through the international community."

"The Japanese company acting as an intermediary for the deal was adamant that the submarines were being broken up on arrival, but no-one has any doubt that North Korea's adolescent Romeo class could be the beneficiaries of spare parts taken from the scrapyard."

Captain Sharpe notes that Japan, Indonesia and to a much lesser extent the Philippines are the other major players in a dynamic and potentially dangerous part of the world.

Indonesia was in the process of absorbing and finding crews for 39 warships and auxiliaries on their way from the former East Germany.

The Philippine navy was making steady progress to rejuvenate the Fleet and pay off the older ships — the arrival of two new LSL support ships was a major step forward in regaining control of the internal waters of the archipelago.

Japan's defence expenditure was three times that of the two Koreas combined.

"It is also probably greater than China's, but only because personnel costs are several times higher."

"In spite of some reining back of defence spending, the navy got pretty well what it asked for in the FY 1994 shipbuilding programme, except for one hydrofoil attack craft postponed for another year. Japan's first Aegis-equipped destroyer is close to being fully operational, and because US development of the standard SAM to defend against these weapons. The acquisition

of Tomahawk would also be a logical extension of existing weapon capabilities."

For the Royal Navy, there was also a very strong case for fitting Tomahawk cruise missiles in all classes of submarines.

"The weapon can be fired from normal torpedo tubes, and the improved submerged-launch version has a range of 900kms (487nm), an adjustable flight profile and has demonstrated its accuracy against Iraqi targets."

### Targets

"Submarine-launched Tomahawk also has political advantages in not putting at risk either the firing platform or innocent civilians living adjacent to military targets."

"There are no other weapon systems that have so many obvious advantages as an existing force multiplier, and Tomahawk could be acquired at minimal cost by comparison with other methods of achieving the same capability."

This part of the foreword to the 1994-95 edition of *Jane's Fighting Ships* — published by Jane's Information Group as a subscription package with monthly information update at £150 and £160 for the book alone — concludes:

"For the first time for over 30 years this edition has no entry in the UK section for the Valiant, Oberon, Leander, Type 21 and Ton classes. *Valente* to some distinguished designs, all of which, except Valiant, live on in other navies."



# 845 stand by in Adriatic



## Squadron flies in support

PROVIDING 24-hour casualty evacuation cover for UK and UN personnel in Gornji Vakuf, central Bosnia, is 845 Naval Air Squadron which has deployed one of their four commando Sea King helicopters to the area.

The first crew deployed there early last month and were immediately involved in the evacuation of two soldiers from the Royal Anglian Battalion who were injured when their Spartan Armoured Personnel Carrier was blown off track by a mine. The incident had taken place in the Maglaj Finger, scene of some of the worst fighting in Bosnia this year — a previous helicopter mission to the area had resulted in the aircraft coming under fire.

After careful consideration of the risks involved and the immediate need to evacuate the soldiers, the decision was made to send in the aircraft. Once the crew had arrived at the scene the injured men, one suffering from facial injuries, the other from extensive shrapnel wounds, were stabilised at the roadside before being lifted

into the helicopter where the aircraft medic, Cpl Vivash, attended to them.

In the rapidly fading light, the Sea King took off towards the British medical facility at Vitez but had to divert to Tuzla, in northern Bosnia when the senior medical officer noticed clear fluid seeping from the ear of the shrapnel victim, indicating possible neurological damage — facilities in Tuzla were better able to cope with such medical emergencies.

Under harsh conditions of heavy cloud cover, rain and minimal light the aircraft delivered the two casualties into the care of the Norwegian Med Company just 50 minutes after picking them up.

The following day the same crew, in the same aircraft, were taking medical supplies and equipment to the Norwegian Medical Facility in Tuzla when,

to the west, they could see plumes of smoke rising from the shelled villages along the confrontation line of the Ozren Salient. As the pilot, S/Lt Moran began to radio his position to Tuzla, the captain of the aircraft, Army exchange pilot Capt Meyer, heard five sharp cracks past his left-hand window.

LACMN Kostanjsek had also felt a thud through the cabin floor and the strong smell of fuel confirmed the helicopter had been hit. All engine, transmission and fuel indications were normal and so the aircraft continued while the crew carefully monitored the instruments.

As soon as the Sea King had landed at Tuzla fuel could be seen streaming from the vents underneath. Not wanting to block the Norwegian base the helicopter flew half a mile

further down the road, out of harm's way, where it was shut down.

● Above: 845 Sea King drops decoy flares while flying low over Bosnia.



● The first-day crew of 845's Sea King are (back) Sgt Steve Humphrey and Cpl Pat Stevenson; (front) Lts Joe Whitfield, Jerry Milsom and John Shallcroft.

## JESSICA CLOCKS UP THE AIR MILES

WHEN HMS Coventry returned to Devonport at the beginning of last month after her Adriatic deployment there was one member of the ship's company in particular who was looking forward to a well-earned rest — Jessica, alias the frigate's Lynx helicopter. Jessica had enjoyed a busy five-month deployment flying a total of 203 hours and clocking up 356 deck landings. Last year she made her ten thousandth recovery and is thought to have more hours on her airframe than any other Lynx currently in service.

While HMS Coventry was in the Adriatic she spent much of her time monitoring the coast of Montenegro and supporting HMS Ark Royal in Operation Deny Flight.

She also spent three weeks working for NATO's Operation Sharp Guard forces, employed on embargo enforcement, and played an important role during the NATO exercise Dynamic Impact.

● Also back home in Devonport after a six-month deployment in the Adriatic is HMS Chatham, pictured right during Operation Sharp Guard.



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# HMS Invincible hosts Navy 40 YEARS

## Games of doubles

HMS Invincible is at sea again after a busy four-month maintenance period that followed her return from the Adriatic.

Now she is busy working up to full operational readiness again. Before embarking her Carrier Air Group of 814 Naval Air Squadron, 849A Flight Sea King helicopters and 800 NAS Sea Harrier at the end of last month, she successfully conducted a series of trials in the South West Approaches.

These include a twin Sea Dart firing (above) that came hard on the heels of the announcement that she had come second in the 1993 Fleet awards for these missile firings and practices.

She also had her first replenishment at sea with the new RFA Fort Victoria (inset — see also back page).

Pictures: PO(Phot) Joe Mercer.



## Party pictures by LA(Phot) Da

Clockwise from above:

● The Navy News team with their latest batch of awards from Industrial Editors — for Best News Story, Best Feature and Picture.

● Memories of the Fleet Review of 1912 inspired Mrs Lillian Collins, Navy News (see page 6). Here she is with Editor Jim Allaway and contracts manager Harold Hall — and (below) as she was in 1912.

● 'Jack' cartoonist Tugg Willson raises a laugh from Rear Admiral Vice Admiral Sir John Lea — both past Chairmen of Navy News Committee.

● CSgt Deric Evans, RM (left) and Sgt David Mead-Male, RLC were the icing on the cake — you could eat the flowers, too! Above: cutting the youngest members of the crew — from left to right STD Luke Birch, Alison Warren (Portsmouth News Contracts), Jane Perkins (WREN(OM) Sally Chaplin (HMS Invincible).

● Piping the guests aboard — PO David Clark, HMS Invincible's resident bagpipes.

● More music from HMS Collingwood Volunteer Band — plus (inset) signal that lunch is served.





News birthday

## SEYOUNG!



"NAVY News seems to get younger as the years go by ..."

Nearly 400 guests, including the Lord Mayor of Portsmouth, Cllr Alan Burnett, crowded the hangar of HMS Invincible to mark the 40th birthday of the newspaper of the Royal Navy — and the 25th anniversary of its printing contract with The News, Portsmouth.

Chris Bisco, Portsmouth Publishing and Printing's deputy managing director, spoke of a unique relationship between the principal publisher in Britain's premier port — which this year itself celebrates the 800th anniversary of its Charter — and Navy News, the company's first contract title.

Flag Officer Sea Training Rear Admiral John Tolhurst — a former commanding officer of Invincible and past Chairman of Navy News Management Committee — added: "It is heartening in these times of change and upheaval that a partnership such as this has been able to continue for so long."

"Navy News is a very valuable source of information for the troops in a rather more user-friendly form than DCIs or Temporary Memoranda — it keeps people in touch with each other, it is read avidly by families and ex-service personnel as well as by those still in the Service and it also provides an additional platform for people to vent their feelings."

"With 40 years of publication behind them, I have no doubt that the Navy News team will continue to present the Royal Navy's activities fairly and sympathetically in the best traditions of the editorial independence which it has for so long and so deservedly enjoyed."



"Anyone in uniform here today will tell you what a boost it can give morale when their unit gets a mention in Navy News."

Editor Jim Allaway suggested that no single individual had done more for the morale of the Senior Service in the post-war era than the author of Navy News' cartoon strip.

"Tugg Willson's character 'Jack' is the very spirit of Navy News — and of the Navy as a whole. His humour is at once timeless and yet always strongly contemporary."

"Beyond that, Tugg's economy of line and caption — the essential figure of the cartoonist's art — is admired throughout the newspaper industry."

Jim also paid tribute to Navy News' other long-serving cartoonist.

"Charles Miles has illuminated the dark corners of 'Drafty' and 'Defence Council Instructions' by producing over 2,000 illustrations for us — so he's undoubtedly had an even harder job than Tugg has."

"Charles is an aviator, like Tugg. I don't know whether that is a coincidence — maybe these guys always have their heads in the clouds and so get their inspiration from a higher source!"

## ave Coombs

the British Association of  
ature Editing.

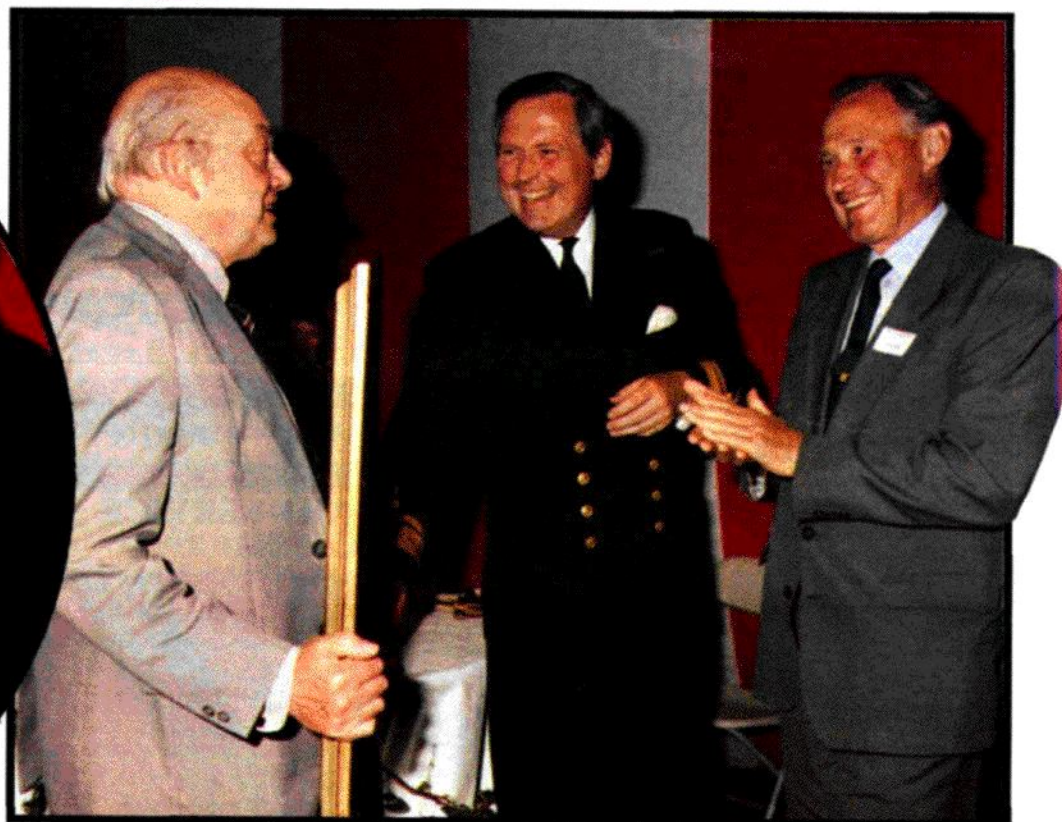
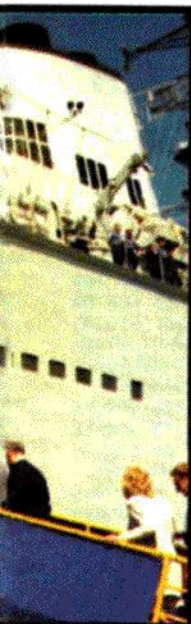
ins (91) to write to  
Portsmouth News  
1912.

John Tolhurst and  
News Management

the men who put  
ing it in style are the  
d (HMS Invincible),  
(Navy News) and

sident exponent of

a drum display to



Forty was not that old for a newspaper.

"It is perhaps more remarkable that the Royal Navy has only had one that long — an editorial in our first edition back in June 1954 said it was overdue, even then."

"Yet the past four decades have seen more technological and organisational changes than maybe the past four centuries have — as well as many high points of drama — and I hope Navy News has helped reflect these."

"Just before Christmas last we produced an album of pictures and stories from our files that has proved to be one of Her Majesty's Stationery Office's best sellers. So we thought we'd mark this occasion by launching another one — 'More Navy in the News' (see page 13)."

"Already 'The Navy in the Nineties' looks like being a strong option for publication as we approach the millenium. The Navy has been hitting the headlines with a vengeance lately — notably in the Gulf and in the Adriatic."

"No-one can infer from these events that the end of the Cold War has magically produced a safer, more secure world — so we can confidently predict that it will carry on going so during the rest of this uniquely challenging decade, now that it has rationalised its resources to provide this country with the most modern Fleet it has enjoyed since the early 1920s."

"In a foreword to the first album the First Sea Lord noted that Navy News' circulation has increased over the past 40 years as the serving Navy's strength has reduced."

"The diversity of that readership, shown through our correspondence, never ceases to amaze me — it's one of the great delights of the job."

"As an example, last week I received a letter from a lady in Towcester, Northants, which drew a comparison between the weather that threatened to mar the Review of the Embarked D-Day veterans — and rather miraculously didn't — and that which wasn't so kind to an earlier Review she witnessed here at Spithhead — in July 1912 (see page 6)."

"We're delighted that Mrs Lilian Collins was able to accept our invitation — at such short notice — to revisit the scene of her pin-sharp memories of over 80 years ago."

● Our thanks also to the commanding officer HMS Invincible Capt Richard Hasillow; Cdr Alan Wood; Lt Gary Newall; caterers Hazel Oates Events, Old School House, Over Stowey, Somerset; and florists Sandy James Flowers, Riverside Place, Taunton, Somerset.



## Cruiser Takao taken apart

OVER 700 drawings and 30 photographs illustrate the latest in the Anatomy of the Ship series **The Heavy Cruiser Takao** (Conway Maritime £25).

Polish model maker Janusz Skulski — who built a large model of the vessel to help him interpret the original material — has assembled what is probably the most all-embracing portfolio of drawings ever published on Japanese warships, derived from sources previously unobtainable in the West.

The largest and most powerful of Japan's heavy cruisers, the Takao Class — the others were Atago, Maya and Chokai — were all commissioned in 1932.

Well-protected, faster at 35.6 knots than any of their contemporary counterparts in other navies, and heavily armed, they saw plenty of action in the Pacific.

Takao herself, having survived a torpedo attack during the preliminaries of Leyte Gulf, was sunk by an explosive charge laid by the midget submarine XE-3 in Singapore Harbour on July 31, 1945.

After being refloated and used by the South East Area Forces as a base ship for communications, repairs and accommodation, she was escorted by HMS Newfoundland into the Malacca Straits and scuttled off Port Swettenham on October 27, 1946.

— JFA

# THE MAN AT THE BAR

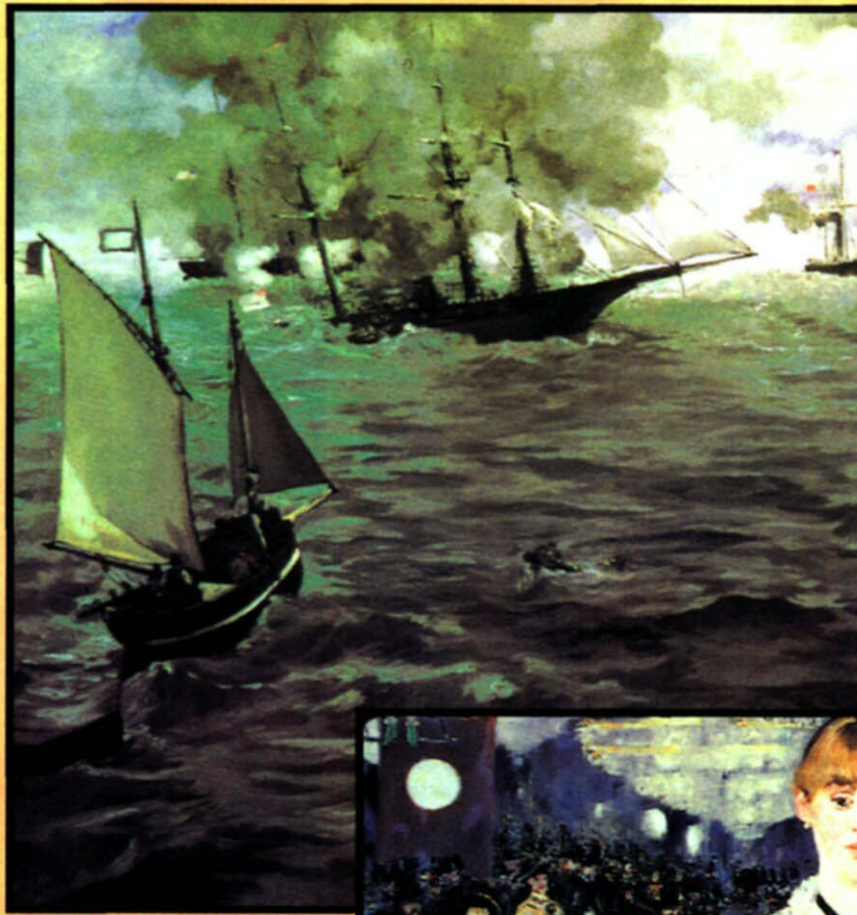
DOUGLAS Reeman's latest novel — his 30th under his own name — is **Sunset** (Heinemann £15.99), a tale of Hong Kong built around the fictional HMS *Serpent*, an old World War I destroyer whose commander realises that the colony is doomed through the incompetence of its administration — but is determined to fight against the odds.

Meanwhile, the destruction of the Confederate raider *Alabama* by the Union warship *Kearsarge* provides the background for Roy Macnab's *The Cherbourg Circles* (Robert Hale £15.99), which imaginatively provides answers to the mystery surrounding the impressionist painter Edouard Manet's involvement in the bizarre duel that took place off the French port on June 19, 1864.

Manet painted the scene — the only historic event in his oeuvre of which he had himself been a witness — and a clue is thereby offered to the identity of the man in the top right corner of his final masterpiece, "A Bar at the Folies Bergère."

Could he have been *Alabama*'s commander, the heroic Raphael Semmes, who in three years had captured or destroyed 81 merchant ships and almost single-handedly ruined the Union's trade?

— JFA



*Alabama and Kearsarge* (above) and *A Bar at the Folies Bergère* (right) by Manet are central to Roy Macnab's *The Cherbourg Circles*, in which he identifies the man at the bar (top right).



## Blasts from the past

NOT MUCH of the popular entertainment of any particular era travels well, so five CDs worth of **D-Day — a Commemoration in Sound** (Conifer Records £37) is bound to carry a fair amount of dross.

It's a matter of personal taste, but Glenn Miller, for most modern listeners, has last of the big band names. His arrangements at once evoke the period while being stamped with a unique quality that transcends changes in popular musical fashion.

Many of the songs of the 1940s — at least those that were hits on this side of the Atlantic — are cloyingly sentimental and the material and delivery are as dated as the stiff-upper-lip exhortations to the troops from Monty et al also featured in this collection, whose strangled tones have been copied by comedians from the Goons to Blackadder in order to cock a snook at any kind of outdated Establishment attitude.

Strangely enough, the comic turns fare rather better here — perhaps because the old-style stand-up comedian has himself lately returned to favour after the interregnum of the Python school of surrealism.

Head and shoulders above these, then and still now, maybe, stands the incomparable Max — Max Miller, that is. The "Cheeky Chappie" picks from the White Book and the Blue — and it's surprising what he managed to get away with, as in

the slowly appreciated punchline from a live performance at the Odeon Theatre, Lewes, of *A New Kind of Old-Fashioned Girl*: "... and now she feels much warmer in the place where she was cold."

Light opera was the staple of David Whitfield — early billed as "The Singing Sailor" — which meant his career was effectively killed off by the early 1960s, an era in which balladeers like Matt Monro had to shift towards more contemporary product to survive competition from the beat groups.

### Honoured

Whitfield couldn't work the trick — but by then he had secured himself an honoured place in the pop pantheon.

He possessed a rich tenor that propelled "Cara Mia" up the British and American charts 40 years ago last month. He was the first British male singer to break into the US Top Ten, the first to earn a Gold Disc — and he had the record for the most appearances on the Ed Sullivan Show.

According to his biographer, his days in the Royal Navy were probably his happiest. He caught the tail-end of World War II, saw action as a seaman

gunner in HMS Ramillies on D-Day, and travelled to the Far East, North Africa and the USA, enjoying considerable success entertaining Servicemen and civilians alike — and was "discovered" by Hughie Green, who featured him on his Opportunity Knocks Radio Luxembourg programme on the eve of his debut in 1950.

In **Cara Mia — The David Whitfield Story** (Highgate Publications £7.50) — Alan Britton, himself ex-RN, traces the ultimately tragic tale of a major talent who hung on to his hometown roots in Hull and who always delighted in reunions with old shipmates.

For a hard core of fans — now mostly 50-plus — that talent never failed. He carried on working to the end, through a sad decline fuelled by an increasing addiction to the bottle and dogged by scandals that attended his continuing attraction to, and for, his young female fans.

He died in 1980 at the age of 53 — in Australia, where his still lasting popularity had given him hopes for a new start. His ashes were brought home to be scattered off the mouth of the Humber from HMS Sirius.

— JFA

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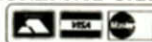
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# Dodgy women, dicey cooks and drudgery

NATIONAL Service for Peter Cobbold was like "playing rugby for the first time... sweaty feet, a team effort, booze, swearing and fags."

It was also, on the face of it, a waste of time. By the middle 1950s anyway, the Navy suffered from too many outmoded ships and a surfeit of personnel and *The National Service Sailor* (Quentin Books £14.99, see advertisement this page) had become something of a dogsbody — though he had played an honourable part in Korea, Malaya and Kenya.

Many regarded it simply as a formal application of impressment — to be dragged out of a settled way of life to spend two years being "marched up and down, employed picking up leaves from the parade ground or enduring life at sea as a basic seaman."

And yet, and yet... At the end of it all, after surviving the attentions

of a few dubious women, spiders, scorpions and other overseas exotica, the burning hatred of HMS Savage's gigantic cook and the equally overpowering embrace of a PO Wren Cook at Chatham, Cobbold found himself thrust back into Civvy Street with mixed feelings — he joined the RNR two years later and wound up as a two-and-a-half ringer. Perhaps it had been all worthwhile after all.

This memoir fills a notable gap in the literature of the lives of the thousands of men who had the misfortune — or perhaps the luck, dare we say — to be born between 1930 and 1939, who thus qualified for service under the Acts of 1948-50.

— JFA

# At war for 45 minutes!

ON THE morning of August 27, 1896 the harbour at Zanzibar echoed to the sound of gunfire and exploding shells. In three quarters of an hour warships of the Royal Navy destroyed the Sultan's palace and harem.

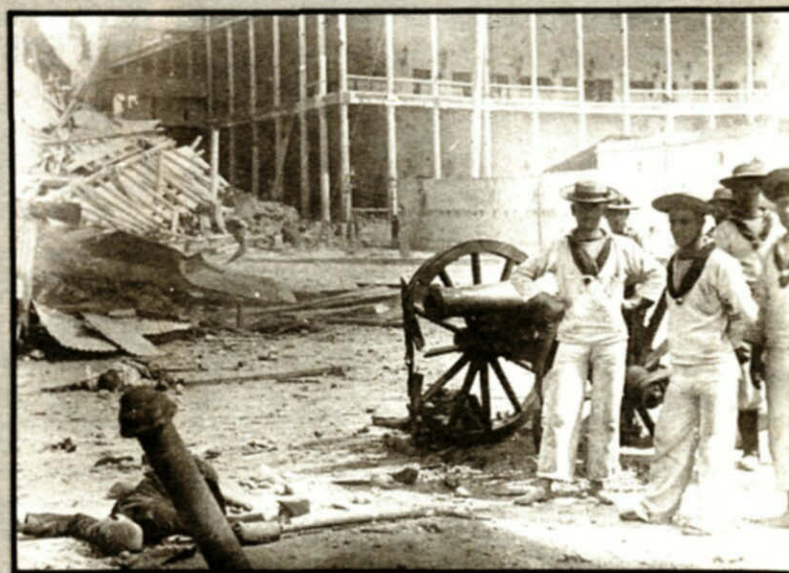
In *Zanzibar — the Shortest War in History* (NHCRA, £4.50 Tel 0275 848318) Kevin Patience tells how Rear Admiral H. H. Rawson took swift action to depose Khalid bin Bargash less than 48 hours after he seized the throne — with German support — on the death of his father.

## Sultanate

His elder brother, the rightful heir to the Sultanate, was restored at the cost of one naval rating wounded — while Khalid's supporters suffered 500 killed and wounded.

Another casualty was the old Sultan's flagship, *Glasgow*. She was named after HMS *Glasgow*, a handsome steam frigate that had visited the island in 1873 and prompted an order for one of the same.

Though luxuriously fitted out, the three-masted sloop delivered five years later by William Denny of Dum-



barton did not meet with the Sultan's approval and she had ever since languished at anchor in the harbour — where she was sunk by HMS *Philomel* and *St George*.

Above: British sailors pose beside

a captured 12pdr gun in front of Zanzibar's House of Wonders — which survived the bombardment and is now being restored as a museum.

— JFA

## At Your Leisure

# A PHILADELPHIA STORY FOR A STRICKEN AGE

THERE are times when anyone who sees more than about one movie a month does begin to suspect that American movies have little to offer apart from thrillers (lunatics, spooky locations, vulnerable females) and farces (cute kids and/or animals, lots of noise). This time, however, a number of out-of-the-rut releases confound that generality.

In *Fearless* Jeff Bridges plays an ordinary, unadventurous man who not only survives a dreadful air crash but accidentally acquits himself rather heroically. It's certain that the film makers can expect to derive little revenue from the inflating movie business — the crash sequence, saved until the end, is truly horrifying — but their dramatisation of the effects of trauma and personality change seems entirely plausible (although there is no pretence that the story is in any way representative) and Bridges movingly portrays a man whose whole life has violently shifted from under him.

In *Silence of the Lambs* di-

rector Jonathan Demme presented the comic-strip monster Hannibal Lecter; in his new film, *Philadelphia*, he deals with a real-life killer that is infinitely more atrocious: the

vocate are equally effective in this thought-provoking movie.

One of Hanks' rivals at the Oscars was Anthony Hopkins, via his part as the butler Stevens in *The Remains of the*



## Screen Scene

Aids virus. Tom Hanks plays a lawyer surreptitiously fixing himself with creams and make-up in an attempt to conceal from his colleagues that the disease has taken hold of him. No good; he is found out and sacked, and the big part of the film is concerned with the suit he brings for wrongful dismissal.

Court cases have always been useful, from the dramatist's point of view, as a means of presenting a range of conflicting ideas and personalities. So it is here, with the spectrum of reactions to the illness, from compassion to contempt, finding their spokesperson. Hanks, of course, won an Oscar for his performance; but Jason Robards as his icily judgmental boss and Denzel Washington as his uneasy, rather anti-gay ad-

Day (British setting, American film).

This is more a character study than a plot-orientated movie; Stevens runs Lord Darlington's country house with super-efficiency — the period is the nineteen-thirties — and the film takes great delight in recreating the hierarchy of such a household, with its under-butlers, kitchen staff and so on, the arrival of the grand guests, the lavish meals.

However, his Lordship, played by James Fox as decent but incorrigibly stupid, is a Nazi sympathiser, and Darlington Hall sees some very dubious guests indeed. Nothing to do with me, thinks the butler, and tries to ignore the situation, just as he ignores the discreetly available housekeeper, played by Emma Thompson.

It's not until the 1950s, with

his Lordship in disgrace and Darlington Hall bought by an American, that the emotionally frozen Stevens confronts what he has made of his life. It's one of those films where much of the drama rests in what *doesn't* happen — but it's none the less engrossing for all that.

As relief from all this heavy-duty stuff there is, finally, *Mr Wonderful*, rotten title, nice little movie. It's an amiable slice of life about working class characters struggling along with the usual problems, notably insufficient money.

But most notably it dares to ignore the prime tenet in the scriptwriters' bible: "drama ends when resistance ends." In other words Character A has to want something that Character B wishes to deny him.

It's the blueprint for every soap ever made, where no one can ask for a cup of tea without there being a row about it. Here, however, all the characters are on one another's side. Even the potentially nasty seducer (a guest shot for William Hurt) turns out to be a decent sort. It's restful, amusing, enjoyable — and a really pleasant change.

— Bob Baker

# Rise of the heavy frigate

THIRD volume in Conway Maritime Press's series of ship types looks at the large, single-decked cruising ships first built during the American War of Independence.

Robert Gardiner's survey of *The Heavy Frigate* (£25) is divided into two parts, since so many classes were designed during the lifespan of this 18pdr vessel.

The first covers the period 1778-1800, the latter half of which was a period of general

improvement in the performance of British frigates — as was recognised at the time.

Whereas the best classes had been capable of about 13 knots under optimum conditions during the 1760s, in the American War despite the widespread adoption of copper sheathing 12 knots was rarely achieved — and 11 was nearer the norm.

By the 1790s not only were the ships larger in absolute terms — which would tend to greater speed — but they were also relatively longer. In a Navy that enjoyed the overwhelming superiority of the British at this time, where so much of its cruising experience was in chase of a reluctant enemy, it is not surprising that speed became a preoccupation — and for the first time deliberately

experimental ships such as *Triton* and *Ethalion* were built expressly to improve performance under sail.

The large 38s of the *Lively* class were among the prototypes for the mass-production programmes of the Napoleonic Wars. Very fast and weatherly ships — 11 knots close-hauled and 13 knots large are quoted — they still had a distinct preference for heavier conditions, being capable of 9½ knots even against a head sea, but were not good in light winds.

Their performance to windward was their best point of sailing and they sailed best deep. This was the last British frigate design of the 18th century, the culmination of six years' rapid development.

— JFA

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## H.M.S. VICTORIOUS

To commemorate the commissioning of the fifth HMS VICTORIOUS a 10in fine bone china plate has been commissioned with Spode, in a limited edition of only 500. The plate depicts the ship's "Guardian Angel" crest and is inscribed with her eleven Battle Honours together with her motto - Per Coelum et Aequorum Victrix - Conqueror Through Sky and Sea. The cost of each plate is only £35.00 (inclusive of insurance, carriage and VAT). Further details and sample artwork can be obtained from:

The Supply Officer, HMS VICTORIOUS

BFPO 419









Above and top right: Views of the Carrier's ops room, nerve-centre for the kind of mercy mission depicted in the exhibition.

Centre top: Aircrew receive their pre-flight briefing. The launch of an aircraft is vividly recreated.

Bottom: Visitors to the "goofers' deck" look out over the flight deck, below which they also have a chance to see essential maintenance and engineering work carried out on the aircraft.



**"HELLO, Mother. This is Wessex Zulu Mike outward bound from Yeovilton . . . ETA your deck one minute." So another group of visitors is "flown" by helicopter simulator on to the dawnlit flight deck of . . .**

# CARRIER

ONLY one of its kind in the world, the £2 million Carrier exhibition at the Fleet Air Arm Museum, Royal Naval Air Station Yeovilton, recreates the exciting experience of life on board an aircraft carrier during a peacetime mercy mission.

Britain's first "launch" of an angle-deck carrier since the '60s, the display opened some three-and-a-half years after the idea for the project was mooted.

**by Lindy Clegg**

In that period came the agreement of a feasibility committee, the approval of the Board of Trustees, the engagement of a professional design team to work alongside the in-house team, the appointment of a Project Manager, redesign, refinement, fund-raising and going out to tender.

Construction work began last July. The project received a £1m donation from Sir Donald Gosling, a trustee, and a £200,000 grant from the Museum and Galleries Commission's Wolfson Fund.

Curator and Deputy Director of the museum, Mr Graham Mottram, said they felt they had already got away from the traditional conception of an aviation museum as "a tin shed full of old aeroplanes", but that Carrier was a logical extension of that trend.

In terms of museumology the exhibition fulfilled a profes-

## A spectacular new exhibition at the Fleet Air Arm Museum, Yeovilton



sional requirement to represent the key element of naval aviation, the aircraft carrier.

"We also hope that commercially it will be a great success and will see lots of visitors coming in," he added.

The FAA Museum is one of

the main tourist attractions in the South West, welcoming 180,000 visitors a year. There will be no extra charge for Carrier. Staff anticipate visitors will wish to spend an hour to an hour-and-a-half on that exhibition alone — and it represents

just 30 per cent of the museum's displays.

Carrier is a representation of one of the last of Britain's large fleet carriers — it is most definitely not a replica of the old Ark Royal. The Navy has allowed the museum to fit the "ship" with redundant equipment and has been generally supportive; museum staff paid a number of fact-finding visits to modern carriers.

Fifty tons of material has been recovered for Carrier. There are 37 dummies taking part in various "sound plays". The theatrically-lit flight deck is seen to advantage beside a colourama incorporating 10,000 sq ft of fabric.

Visitors follow the events of the mercy mission as they tour the ship's island. The launch of an aircraft is vividly recreated through a dramatic simulation using archive film, sound and other special effects. Staff spent three months on a film search; they identified 12 hours of film and have honed this down to 12 minutes. And the simulator makes use of some of the best computer graphics seen in this country.

On the flight deck visitors can inspect 11 historic aircraft, including a Phantom, a Buccaneer and the actual Sea Vampire which made the first jet-powered landing on a flight deck.

The Fleet Air Arm Museum is open daily except December 24-26. Opening hours are 10a.m. to 5.30 p.m. (last admission 5 p.m.) April to October and 10 a.m. to 4.30 p.m. otherwise. Admission: adults £5.50, children £3, senior citizens £4.50, family ticket (2 adults and 2 children) £14.

Above: A Scimitar and a Seahawk — two of the historic aircraft awaiting inspection by visitors to the Carrier exhibition at the Fleet Air Arm Museum. The display occupies a 30,000 sq ft hangar adjoining existing exhibition halls. Carriers' "launch" coincided with the FAA Museum's 30th birthday.

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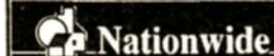


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**Anson Division, HMS Caledonia, Rosyth (1940-44):** A reunion will take place on Oct 5. Details from John Lord, 24 Herbert Rd, Southsea PO4 0QA (tel. 0705 826884).

**HMS Dido** will hold a reunion at the Holiday Inn, Cambridge, on March 31-April 1, 1995. Details from A. G. Brochie, Dido, 1 Nourse Dr, Heacham, Nr King's Lynn, Norfolk PE31 7SD, enclosing s.a.e.

**HMS Tanatide** will hold their eighth annual reunion in Worcester on Sept 23-26. Details from Bill Tuck on 0323 845156 or Jim Woolley on 0565 651058.

**HMS Newfoundland Assn** will hold their seventh annual reunion at the Norbeck Hotel, Blackpool, on May 12-14, 1995. Details from Tom Rowby, 8 Lunda Close, Buglawton, Congleton, Cheshire CW12 2DG (tel. 0260 279 819).

**HMS Dainty Families Assn** will hold their next reunion at the Hilton, Portsmouth, on Oct 15. Details from Peter J. Hillman, 15 East Mead, Pagham, Bognor Regis, West Sussex PO21 4QT (tel. 0243 265901), enclosing s.a.e.

**TEL(S) 1942-45 Assn** will hold their next reunion at Chester on Sept 7. Details from Vic Simmons, 11 Bissley Close, Worcester Park, Surrey KT4 8PN (tel. 081 337 5760).

**HMS Columbine (K94) Old Hands Assn** will hold their next reunion at North Euston Hotel, Fleetwood, Lancs, on Sept 3. Details from Jim Heys, 3 Water Lane, Edenfield, Bury, Lancs BL0 0LU (tel. 0706 825230).

**HMS Sheffield Assn** will hold their next reunion at the Cutlers Hall, Church St, Sheffield, on Oct 8-9. Details from Derek Robinson, 40 Heathfield Rd, Bewdley, Worcs DY12 1JT, or Ken Burkinshaw, 132 Cherry Tree St, Hoyland, Barnsley, S Yorks S74 9RG.

**Roedean School for Girls (1941-45):** A reunion lunch has been arranged at Roedean School, Rottingdean, on July 21, for RN personnel who took HMS Vernon courses there during the Second World War. Details from Sam Morley, 113 The Ridgeway, Northow, Potters Bar, Herts EN6 4BG (tel. 0707 872720).

**RN, RM, QARNNS and WRNS** are invited to attend a reunion in Hobart, Tasmania, in Oct 1995. Details from G. Holloway, c/o Post Office, Port Arthur, Tasmania, Australia 7182.

**HMS Tenby Assn:** Anyone wishing to join the association and attend reunions should contact Jeff Mays on 0344 59368.

**North Russia Club, Neath,** will hold their next reunion at Neath Constitutional Club on Sept 3. Details, enclosing s.a.e., from Mervyn Williams, 87 Olive Rd, Coxford, Southampton SO1 6FT (tel. 0703 775875).

**River Class Assn** will hold their ninth reunion at the RNA Club, Leamington Spa on Oct 1. Details from Peter Horrell, Spridstone Lodge, Wembury Rd, Wembury, Plymouth PL9 0DQ (tel. 0752 408308).

**HMS Petard (1942-67)** will hold their next reunion in Southsea on Sept 24. Details from Reg Crang, Holm Oak, Tinneys Lane, Sherborne, Dorset (tel. 0935 815412).

**WRNS:** A northern reunion will be held at Pontins Holiday Centre, Lytham-St-Annes, on Oct 7-10. Details from The Secretary, Association of Wrens, RNA Club, Bowring Park Rd, Liverpool L14 3NN; or tel. Mrs Rita Marsden on 051 722 2740.

**HMS Ganges, June 1964, 69 recruitment, Benbow 29 Mess (Stockers, Cooks and Naval Air Mechanics)** intend to hold a reunion later this year. Details from Ian Anderson on 0752 261130; or Steve Birchall on 0942 819816.

**Captain Walker's Old Boys Assn** will be holding a memorial service at Our Lady of St Nicholas Church, Pierhead, Liverpool, on July 9. Details from Mr F. Clarke, 36 Henderson St, Rochdale, Lancs OL12 9RG.

**HMS Whitesand Bay Assn** will hold their seventh reunion at the Royal Sailors Home Club, Queen St, Portsmouth, on March 4, 1995. Details from Geoff Nightingale, 268 Galleys Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD (tel. 0442 63405).

**HMS Eskimo (last commission)** will hold a reunion in July 1995. Details from PO(M) Martin Adshew, WOs/SRs Mess, HMS Dryad, Southwick, Fareham, Hants PO17 6EJ.

**Telegraphists, ex-Belle Isle, HMS Royal Arthur, Oct 1944:** Anyone interested in a reunion in Blackpool on Sept 3 send s.a.e. to Brian Weeden, 24 Berkeley Close, Rochester, Kent ME1 2UA; or Sid Teasdale, 29 St Ives Ave, Blackpool FY1 5SA.

**HMS Trafalgar (D77 or S107):** There are still places available for the forthcoming reunion at HMS Dolphin on Trafalgar Night. Details from Albert Senior, 1 Hill Farm, Castle Acre Rd, Great Dunham, King's Lynn, Norfolk (tel. 0760 755094).

**976 Squad RM** will hold their first reunion at Deal on Sept 17. Details from Mr P. Wye, "Pet-A-Pat", 349 Old Rd, Clacton-on-Sea, Essex CO15 3RQ (tel. 0255 434784). They are still looking for old squadmates, in particular Eddie Beadell, who transferred to the RN and became a Lt Cdr.

**HMS Sikh Veterans Assn** will hold their next reunion at the Royal Sailors' Home Club, Portsmouth, on Sept 14. Also invited are RMs of the 11th Battalion Commandos who took part in the landings on Tobruk. Details from W. Wright, 45 Herrick Close, Portsmouth, on Sept 14. Also invited are RMs of the 11th Battalion Commandos who took part in the landings on Tobruk. Details from W. Wright, 45 Herrick Close, Portsmouth, on Sept 14.

**HMS Wolfhound (last commission)** will hold their next reunion at the Clarendon Hotel, Edgbaston, Birmingham, on Sept 30. Details from W. Baldock, 69 Lynton Rd, Hadleigh, Benfleet, Essex SS7 2QG (tel. 0702 557379).

Thornhill, Southampton SO19 6NF (tel. 0703 404710).

**HMS Constance (1947-51), Forty-niner's Assn:** Following a successful reunion at Corton in May it has been decided to hold a further reunion in London next November. Those shipmates not already in touch contact Ernie Balderson, 43 Old Place, Sleaford, Lincs (tel. 0529 413410).

**HMS Cotton Assn and 18th and 19th Group R.66** will hold their eighth reunion at the Conservative Club, Southport, on Sept 9-10. Shipmates who were on the last convoy to Russia are also welcome. Details from Len Haydock, Yew Tree Cottage, 94 Grimshaw Lane, Ormskirk, Lancs L39 1PE (tel. 0695 577944), enclosing s.a.e.

**HMS Wescott** will hold their next reunion at Greenwich on Oct 14-17. Details from C. W. Fairweather, Stable Cottage, West Bergholt, Colchester CO6 3JQ (tel. 0206 240614).

**HMS Suffolk:** A reunion will be held on Oct 14-16. Details from A. E. Emanuel, 1 Channon Court, Maple Rd, Surbiton, Surrey KT6 4RS (tel. 081 390 5783).

**HMS Ceylon Assn** will hold their next reunion at the Royal Sailors' Home Club, Portsmouth, on May 6, 1995. The association is open to all commissions. Details, enclosing s.a.e., from Sticks, R. Pratt, 33 Swarraton Rd, Havant, Hants PO9 2HH.

**HMS Hecla, Hydra, Hecate and Herald (Ocean Survey Ships)** will hold their second reunion in the WOs' and SRs' mess, HMS Drake, on Sept 24. Details, enclosing s.a.e., from The Secretary, The H Boat Association, The Elms Guest House, 48 Victoria Rd South, Southsea, Hants PO5 2BT (tel. 0705 823924).

**HM ships Hecla, Venamoss and Marne (1940-42):** The annual memorial service and reunion will be held at the George Hotel, Solihull, on Nov 11-14. Details, enclosing s.a.e., from Harry Cliffe, Oak Tree Cottage, Post Office Lane, Norley, Warrington, Cheshire WA6 8JJ (tel. 0928 788181).

**Invincible's WOs' and CPOs' 82 Assn** will hold a Ladies' Night Dinner in the WOs' and CPOs' Mess, HMS Heron, RN air station Yeovilton, on Sept 10. Details from Jan Firth, 3 Smithy Lane, Holmeswood, Nr Ormskirk, Lancs L40 1UH.

**Heronaires (Yeovilton), Navalaires (Loughmouth) and Jets (Ford) dance orchestras and Blue Jackets Bands:** Ron Jones (Sax/Clarinet), 9 Fair Oak Court, Tower Close, Gosport, Hants PO12 2TX (tel. 0705 584306/586705), would like to hear from fellow musicians, in particular Cyril Arnold, Bonb Gravestock, Pete Wells, Taff Jones, Fishy Lowe, Bluey Hawthorne, Joe Crozier, Andy Anderson, Bob Ridett, Charlie Wise, Ron Clayton, Ernie Harper and Den Sharple.

**HM ships St George (1944), Nigeria (South Atlantic Station and Falklands 1946-48), Vanguard (Malta), Sirdar, Springer, Talent, Thule, Taciturn (Far East, Korea and Australia):** Former PO(Tel) Frank Bowen, RR 3-1346 Garrett Place, Cobble Hill BC, Canada VOR 1L0, would like to hear from old shipmates.

**HMS Venerable:** Former Surgeon Lt Ian Maclean Smith (recently retired Professor of Medicine at the University of Iowa Hospitals, USA) would like to hear from LT(E) George Pate. Write to him c/o Bas Redfern, Hazeldean, 64 Coppice Rd, Talke, Stoke-on-Trent ST7 1UA (tel. 0782 784876).

**Troopship Laconia, Sept 1942:** Dr Tony Large, PO Box 800, Ulverstone, Tasmania 7315, Australia, would like to hear from three other naval ratings who survived 39 days in a lifeboat following the sinking of the Laconia. They are ABs Edward Anthony Riley and Henry Edward Dobson and A/Ls Harry Joseph Vines.

**HMT Amber T88, A/S trawler in Eastern Mediterranean (1943-45):** Don Simmons "Bunts", 8 Downlands Close, Sompting, Lancing, West Sussex BN15 0JL (tel. 0903 763646), would like to hear from old shipmates, in particular John Wesley, "Sparks".

**HMS Wren (1942-56):** Former officers and ratings are invited to join the newly-formed association. Details from Ron Young on 0707 265653 or Les Owen on 0373 822619.

## Over to You

**HMS Unswerving (1941-43):** Mrs Jean Druce, 17 Chewton Rd, Walthamstow, London E17 7DW (tel. 081 521 4185) would like to hear from anyone who served with her father LTO Charles Galvin.

**HMS Queen Charlotte (1941-47):** Antony Kerr, 8 Hall St, Southport PR9 0SF (tel. 0704 545101 eves.) would like a sketch or photograph of the ship.

**HMS Redmill, April 1945, and 534 Squad RM:** K D Woodman, Scarf Cottage, Scarferry, Thurso, Caithness KW14 8XN would like to hear from anyone who has information about the torpedoing of the ship and the crew of the U-boat involved, U-1105. He would also like to hear from ex-members of 534 Squad RM.

**RN Division, Drake Battalion, First World War:** H R Long, "Highview", Steyne Rd, Seaview, Isle of Wight PO34 5BH (tel. 0983 612821) would like notes, diaries, photographs etc relating to the Royal Naval Division, in particular with reference to Drake Battalion serving in Belgium, Antwerp, the Dardanelles and in France.

**HMS Orion (1939-41):** Anyone who served with James Frederick Durn contact Mrs C Thomas on 0604 585537.

**Malabar/Argyllshire:** During the Dunkirk evacuation it was reported that Malabar rescued the crew of the torpedoed trawler Argyllshire. Anyone who can provide details of the rescue and who knows what type of ship the Malabar was, contact Graham Salt, 6 Flamingo Court, Fareham, Hants PO16 8PQ.

**Lt J H Stephens, RNVR, LCI 297 (N. Africa, Sicily, Italy, France):** Anyone who knows the subsequent fate of the CO contact Sam Garrod, Oita Tuta, 7 Yr Odyne Treachan, Aberystwyth, Wales SY23 1BL.

**3 Cdr Brigade RM Sept 45-May 47:** A search of a store room at the HQ of the Royal Hong Kong Police revealed a small wooden plaque on which was mounted a bayonet inscribed "From 3 Cdr Brigade RM Sept 45-May 47". The plaque has been restored and mounted above the bar in the Police HQ Senior Officers' Mess. Anyone who has information about the plaque should contact Trevor Hollingshead, Superintendent RHKP, Flat 29, 6/F, Block B, No. 1 Broadcast Dr, Kowloon, Hong Kong.

**HM ships Lawford and Obdurate:** Lofly Bellamy, 136 Wood St, Kettering NN16 9SA, would like to hear from old shipmates, in particular Ginger Thomas, from Bridgend.

**HMS Agincourt, Malta 1954-57:** M. Brookshaw, 34 Southfield Rd, Pocklington, York YO4 2XE (tel. 0759 306124), would like to hear from old shipmates.

**Naval Party 2437, Mynone Division, HMS Anderson, Ceylon, 1945 (moved to Singapore in Sept/Oct 1945 to re-open as Kranji Y Station):** Cliff "Ginger" Pallister, 247 The Green, Eccleston, Chorley, Lancs PR7 5TF (tel. 0257 450186), would like to hear from old shipmates.

**HM submarine Rover, Crete and Singapore:** Former LS William V. Jones (Fore end man) 77 Daventry Rd, Banbury OX16 7JR (tel. 0295 264052), would like to hear from old crew mates.

**HMS Locust:** Former Signalman Tubby Edwards (whose story appeared in our first D-Day supplement) would like to hear from old shipmates. Contact him on 0992 764678.

**HMS Beverley, April 1943:** Chester Thompson, PO Box N-1688, Nassau, Bahamas, would like to hear from survivors or relatives of those lost when the ship was torpedoed in April 1943.

**HMS Formidable, 1944:** R. V. Simmons, 22 Coopers Way, Barham, Ipswich, Suffolk IP6 0TF (tel. 0473 832159), would like to hear from PO "Olly" Lodge, a Torpedo Gunner's Mate.

**HMS Nigeria (1948-50):** Mr B. Anthon (Darkie), 32 Gee Lane, Winton, Eccles, Manchester M30 8NH (tel. 061 789 4218), would like to hear from engine room shipmates, in particular Stan Keeling (Best Man in Cape Town), Tom Youd, Jack Law, Taffy Whitford, Fred Reynolds, Ron Hotson and "No-Future" Holden, from Polperro.

**MTBs 632 and 771 (1942-45):** Former AB Jack Jones, 24 Cotswold Crescent, Nuneaton CV10 8PL (tel. 0203 386525), would like to hear from old shipmates of the East

**Minelaying cruiser, D-Day:** Former RM Harry Woods, 11 Roberts Rd, Belvedere, Kent DA17 6NP (tel. 0322 445127) was one of a group of Marines invited on board a minelaying cruiser on D-Day when their landing craft was delayed by bad weather. The ship's company fed and watered them and gave up their bunks and hammocks for the night. Mr Woods would like to meet up with these generous sailors but does not remember the name of the ship involved. Contact him as above with any information which may help.

**HM ships Danae, Pembroke and Scylla:** Alan Dixon, 1 Forest House Farm, Back Lane, Ollerton, Nr Newark, Notts would like cap ribbons for the above-named ships.

**HM ships Collingwood, Fiji and Benbow, Trinidad (1940-45):** Anyone who served with Frederick Robert (Paddy) Padmore, from Nottingham contact his son Andrew Padmore, 53 Sherwood Vale, Sherwood, Nottingham NG5 4EB (tel. 0602 602929).

**Rotherham Gate:** Robert Sandford, 61 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk PE30 3DZ would like a photograph of the gate erected and named after the destroyer which executed the surrender of the Japanese Fleet in Singapore naval base on Sept 6, 1945.

**HMS Rodney:** John Sanders, Front Flat, 21 Queens Hill, Newport, Gwent NP9 5HJ would like photographs or information about the ship — his grandfather served in her during the Second World War.

**Exercise Tiger, April 28-29, 1994:** Dr E E Eckstam, 2118 20th Avenue, Montrose, WI 53566 USA would like to hear from anyone who can provide eye-witness accounts.

**Corvette La Malouine, Convoy HX72, Sept 1940:** Ken Reed, The Laurels, Fleet Hargate, Spalding, Lincs PE12 6LH would like to hear from any ex-officers or crew members who served in the corvette during the Second World War or from personnel who served in any of the escorts participating in Convoy HX72 in Sept 1940.

**HMS Glorious, 1940:** Jack Walkden Harvey, Aircraft Fitter with the FAA, was lost at sea when the Glorious was sunk off Narvik on June 8, 1940. His niece Sally Herbert, Tel. 0273 686094, would like to hear from anyone who knew him.

**HMS King George V, April 1945:** Anyone who remembers CPO Charles Blandford please contact his son at 1 Trefoil Close, Waterlooville, Hants (tel. 0705 268 419).

**First World War Submarines:** Andrew Solomon, Nautilus, Room E114, BBC Wales Farm Rd, London W3 6XP (tel. 081 576 8977), would like to hear from any readers who served in RN submarines during the First World War and who has photos and stories of their service. A series about the history of submarines is currently in production for BBC 2.

**Arthur and Betty Kinner, Plymouth:** M. Philippe Sineot, c/o Mrs Carole Smith, Moor Orchard, Payhembury, Honiton EX14 0JU (tel. 0404 841321), would like news of Mr and Mrs Kinner with whom he stayed when he was a child. They lived in Plymouth and Arthur Kinner was believed to have served in the RN in both world wars, held a high rank and worked in Intelligence.

**HMS Badsworth (9141-43) and Naval Control, Matadi, Belgium Congo (1943-45):** Anyone who served with Coder Francis Alfred (Alf) Boughton contact his son Jim Boughton, Bron Celyn, Llanrwst, Betsws-y-Coed, Gwynedd, N Wales LL24 0HD (tel. 0690 710333), who is researching the ship. He would welcome information, photographs, names of shipmates etc.

**Malta Runs Ashore:** Bill Campbell, 45 Findon Gardens, Belfast BT9 6QL (tel. 0232 627754), is compiling a collection of stories around the period late '40s early '50s and would like to hear from readers with names of ships, locations and approximate dates.

**HMS Glen Usk:** George Rogers, 19 Adstone Grove, Northfield, Birmingham B31 4AU (tel. 021 476 4120), would like to know what happened to the ship after arriving at Antwerp in 1944.

**HMS Ormonde:** Poopal Nagiah, 43 Main Rd, Port Dickson 71000, Negri Sembilan, West Malaysia, would like to hear from anyone who served in the ship which conducted a survey at Port Dickson in 1928.

**Dover Command (1939-45), Port War Signal Station, under Admiral Ramsey:** Iain Miller, 64 Seagull Rd, Strood, Rochester, Kent ME2 2RH (tel. 0634 711876), would like to hear from anyone who served with his grandfather CPO(Tel) Richard Henry Webb.

**HM ships Bidford (1942), Pimpnel (1943) and Asphodel (1944):** Mr T. D. Gannon, Soolaimon, Richmond Hill, Holyhead, Anglesey, Gwynedd LL65 2HF (tel. 0407 762385), is researching the history of U-575 and would like to hear from anyone who served in Bidford when she picked up 31 survivors in lifeboat No. 5 from MV AB0550. He would also like to hear from those serving in Pimpnel which escorted Convoy TM1 and from anyone with information about the sinking of Asphodel.

**Royal Naval Fleet Review, Port Dickson (Sept 1958), Ton Class MCMs (Port Dickson 1966) and T. Pizzey (White Beret Holders):** Poopal Nagiah, 43 Main Rd, Port Dickson 71000, Negri Sembilan, West Malaysia, would like to hear from anyone who took part in the Fleet Review, from anyone who served in Ton Class MCM vessels which used to visit Port Dickson and from anyone who knew T. Pizzey who raised the White Ensign over Japanese warship following the surrender.

**HM submarine Unswerving (9141-43):** Mrs Jean Druce, 17 Chewton Rd, Walthamstow, London E17 7DW (tel. 081 521 4185), would like to hear from anyone who served with her father LTO Charles Galvin.

**"A Formidable Commission":** R. V. Simmons, 22 Coopers Way, Barham, Ipswich, Suffolk IP6 0TF (tel. 0473 832159), would like to hear from anyone who has a copy of the above-named book or who knows where he might be able to buy or borrow it.

**Malabar/Argyllshire:** Graham Salt, 6 Flamingo Court, Fareham PO16 8PQ, would like details of the vessel Malabar which rescued the crew of the torpedoed trawler Argyllshire.

**LCI 297 (North Africa, Sicily, Italy, South France):** Sam Garrod, Oita Tuta, 7 Yr Odyne Treachan, Aberystwyth SY23 1BL (tel. 0970 625666), would like to know the fate of the former CO Lt J. H. Stephens RNVR.

**HMS Whitty:** G. R. Mitchell, 30 Crescent Rd, Gwain-Cae-Gurwen, Ammanford, Dyfed SA18 1HL would like a copy of the ship's commissioning book after her last Far East tour.

**HM ships Scylla, Danae and Pembroke:** Alan Dixon, Forest House Farm, Back Lane, Old Ollerton, Nr Newark, Notts, would like cap tallies for the above-named ships.

**HMS Worcester:** Jim Freeman, tel. 0942 729417, would like to hear from old shipmates.

**HMS Southampton:** Dick Roberts, tel. 0248 600706, would like to hear from old shipmates.

**Taken from The Royal Navy Day by Day.**

## Calling Old Shipmates

**Heronaires (Yeovilton), Navalaires (Loughmouth) and Jets (Ford) dance orchestras and Blue Jackets Bands:** Ron Jones (Sax/Clarinet), 9 Fair Oak Court, Tower Close, Gosport, Hants PO12 2TX (tel. 0705 584306/586705), would like to hear from fellow musicians, in particular Cyril Arnold, Bonb Gravestock, Pete Wells, Taff Jones, Fishy Lowe, Bluey Hawthorne, Joe Crozier, Andy Anderson, Bob Ridett, Charlie Wise, Ron Clayton, Ernie Harper and Den Sharple.

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**Coast Defence Force, in particular those who remember Le Havre and Ostend.**

**273 Squad, RM, Stonehouse Barracks, 1937:** Tanny Webb, 22 Mostyn Ave, Fallowfield, Manchester M14 6QG (tel. 061 248 5508), would like to hear from old squadmates. He would also like to make a copy of a squad photo.

**4th ML Flotilla:** John Champ, 41 Naunton Crescent, Cheltenham, Glos GL53 7BD (tel. 0242 513220), would like to hear from old shipmates who served under John S. E. Page with a view to a reunion.

**HMS Havelock (Oct 1943-March 1945):** Former PO HSD "Ping" Douglas Savage, 2 Townsend Dr, Cottingham, N. Humberside HU16 5EE (tel. 0482 843643), would like to hear from old shipmates, in particular Chief Yeoman Magee, EA Charlie, PO Tels O. A. Army and Jack Duxbury, Roy Chadwick and Frank Norbury. Mr Savage visits Gosport each year and would like to meet up with any shipmates who live in the area.

**HM ships Thanet, Vampire and Thule (P325):** Poopal Nagiah, 43 Main Rd, Port Dickson 71000, Negri Sembilan, West Malaysia, would like to hear from old shipmates.

**HMS Whimbrel (1942-45):** Jack Buxton, 18 Landmark Rd, Salcombe, Devon TQ8 8NY (tel. 0548 843719), would like to hear from old shipmates.

**22nd LCT Flotilla Staff:** Roy (Taff) Denning, 10 Piper Close, Newport, Gwent NP9 7PA (tel. 0633 266445), would like to hear from old shipmates.



## Crosby push the boat out

A DEVONPORT "Oggie Night" in Merseyside inspired members of Crosby branch to hire HMS Plymouth from the Warship Preservation Trust, tuck into a batch of genuine oggies delivered from Plymouth and enjoy three kegs of Devon cider.

These ingredients, plus West Country songs and naval ditties from folksinger Cyril Tawney, resulted in a memorable night of nostalgia.

### Branch News

#### Rugby

At a social evening organised by Rugby branch, Col. Mike Taffinder RM, the Midland Area organiser for the KGFS, gave an informative talk on the fund's activities. Following his talk shipmates enjoyed a musical programme provided by the Mortimore Dandridge Big Band and an excellent buffet supper provided by the ladies.

#### Soham

The branch standard, along with those of Wisbech, Hunstanton, Dereham, Norwich and No. 5 Area, were paraded at a service in All Saints Church, Burnham Thorpe, Norfolk, in aid of the historic church's preservation fund.

Admiral Nelson was a regular member of the congregation where his father was also rector. The altar and lectern, made from oak from HMS Victory, are dedicated to those lost at Trafalgar.

#### Thurrock

There was an impressive turn-out (435 shipmates and wives) at the dedication of the new branch standard, with 22 standards on parade, including those of No. 1 and No. 2 Areas. The service was conducted by



● A caption set in Stone . . . Rory Clay, Dave Lawrie, chairman of Stone and District, Mark Garrett, president of the WOs' and SRs' Mess, HMS Collingwood, Capt Charles Crawford, Captain of HMS Collingwood, and Rear Admiral Michael Griffen, president of Stone and District, pictured at the rededication of the branch standard (see also Branch News). Picture: Staffordshire Newsletter.

the Rev. Michael Woodmansey, assisted by the Rev. Stephen Bailey and guests included Rear Admiral A. J. Whetstone, president No. 2 Area, the General Secretary, Capt Jim Rayner, the Mayor and Mayoress and Shipmates Bert Wells and John Baldwin, Area and National Council members. In the evening shipmates and guests enjoyed a great social organised by the branch, which included shipmate Frank Norris's disco and music by the Romford Marine Cadet band.

#### Gloucester

The distance involved in travelling, plus the ill-health of some shipmates, prevented survivors of HMS Gloucester from attending a wreath-laying ceremony in Gloucester Cathedral to mark the 53rd anniversary of the sinking of the ship. However, they were well-represented by members of Gloucester branch along with relatives of those lost and members of other ex-Service associations.

#### Falmouth

Following a civic welcome by the Mayor of Falmouth and a Sunset ceremony, 40 American ex-servicemen of the LST Association attended a reception hosted by Falmouth. The guests were welcomed by the president, Rear Admiral Sir James Jungius, and Lady Jungius and entertained by the Trevera Male Voice Choir.

#### Stone

The strong links between Stone branch and the Navy were strengthened by the presence of Capt Charles Crawford, of HMS Collingwood, at the rededication of the branch standard in St Michael's Church. The service was attended by the branch president, Rear Admiral Michael Griffen, and the president of the WOs' and CPOs' Mess in HMS Collingwood (see picture above).

#### Cheshunt

Members of Cheshunt joined the parishioners of Christ

Church, Waltham Cross, for a D-Day commemorative service of prayers and hymns on Sunday June 5. The service was conducted by the Rev. Martin Banister and attended by branch president Shipmate Jack Adams and his wife, Madge.

Shipmate Jack Simmonite, vice-president of the branch, was delighted to receive an invitation for himself and his wife, to attend the commissioning of HMS Westminster. Jack served as a torpedoman on board the wartime HMS Westminster. The commissioning ceremony took place in the grounds of the Tower of London and was followed by a service in Westminster Abbey and a formal reception and banquet in Westminster Hall.

#### Walton-on-Naze

Members of Walton-on-Naze spent an enjoyable week-end in Holland as guests of the Friends of the Royal Dutch Navy. The visitors were met on arrival by their "oppos" and welcomed by the Lady Mayor of the Hook of Holland and Dutch chairman, Ben Oudman. During their stay a full programme included a visit to the Airborne Museum at Arnhem and the cemetery where nearly 2,000 British soldiers and one RN air mechanic are buried.

The branch provided two colour parties for the wreath-laying ceremony in the cemetery, one bearing the RNA standard, the other, the Union Flag. A Dutch Bugler sounded the Last Post and Reveille. Next year Walton branch will welcome their Dutch friends to this country. Meantime a warm "thank you" to them for a memorable week-end.

#### Wansbeck

The Wansbeck branch, held a "social" to say a final farewell to the ship's company of HMS Northumberland, to which the branch is affiliated (see also page 9). To mark the occasion gifts were presented to the ship, including a cheque to help start her welfare fund. Members of the branch look forward to the ship's return to Tyneside where she is assured of a great welcome.

#### Bourne

A big "thank you" to everyone who supported the branch cake stall and raffle held during the town's Saturday market. They raised £150.

## 'Isle-deal' venue for competition

THE Isle of Man proved an ideal venue for the national standard bearers competition with a warm welcome awaiting the 18 competitors and their supporters.

The competitors set a very high standard resulting in a first prize for Shipmate Alan Robinson (Greenford), who will be national standard bearer for the next two years.

Shipmate Chris Durban (Bromley), who came second, will be the deputy standard-bearer. Third place went to

Shipmate Norman Saints (Battersea) while the Novices' Cup was won by Shipmate Graham Evans of Dartmouth branch.

Following the days events a prize-giving ceremony and social evening was presided over by Rear Admiral James Carine and was thoroughly enjoyed by Manx shipmates and their "oppos" from the mainland.

## Perth sets up fund

MEMBERS of Perth branch in Western Australia are planning to erect a Royal Navy memorial at Fremantle. It will combine a ship's anchor resting on a raised base and with seating overlooking Fremantle Harbour.

As the project will be expensive the branch would welcome donations from members of the RN and WRNS who served in the region throughout the Second World War.

Cheques payable to the RN Memorial Fund, Perth (WA) should be sent to the branch secretary, Perth RNA, PO Box 1692, Midland, Western Australia 6056.

## SEARCH ON FOR BROTHER

THE secretary of Swindon branch has received an appeal from the brother of the late William Henry Clarke who was lost in HMS Javelin on November 29, 1940. His name is listed on the Naval War Memorial, Southsea, panel 44 column 2, and it seems the brothers lost touch when William joined the Navy. If anyone can provide information about him or the Javelin or the Fifth Destroyer Flotilla, contact Mr. Robert Clarke, 32 Finer Walk, Newton Abbey, Co. Antrim, N. Ireland BT37 0JF (tel. 0232 852709).

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## Shuffty's ticket to Omaha

WHEN D-Day veteran, Shipmate Jim "Shuffty" Shuttleworth expressed a wish to re-visit Omaha Beach re-visited Omaha Beach organised a major fund-raising drive to send him there on board the Canberra.

He is seen here (left) receiving his "marching orders" from Shipmate Ron Tasker, branch president and chairman of the national council.

Shuffty, who ferried American troops to the Normandy beaches in an LCT, was accompanied across the Channel by Shipmate Ron Coates, the branch secretary.

Four other D-Day veterans from the branch were each presented with commemorative coins to mark the 50th anniversary commemorations.



Picture: Tamworth Herald.

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# South African ship on course

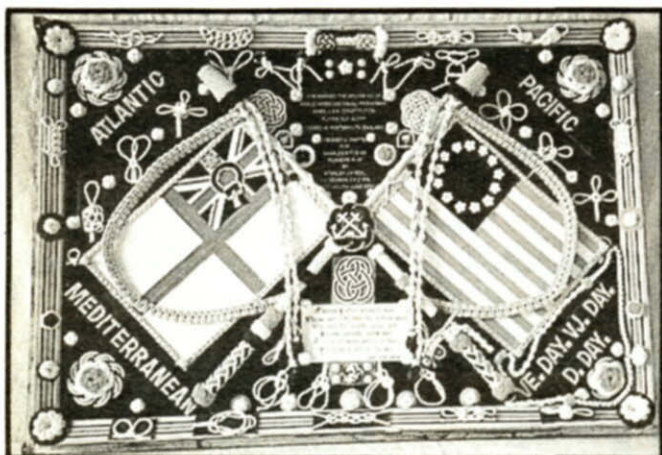
**FOR the first time in 30 years a ship of the South African Navy has taken part in a Joint Maritime Course (JMC94).**

As the 12,500 ton fleet replenishment vessel Drakensberg steamed under the Forth Bridges she fired a 21-gun salute which was reciprocated by HMS Cochrane.

SAS Drakensberg is the largest ship designed and built in South Africa and has search and rescue, disaster relief and surveillance roles as well as fleet replenishment.

During the three weeks JMC94 was running she operated off the northern coasts of Scotland alongside 20 surface ships and submarines and 88 aircraft from the UK, USA, Canada, The Netherlands, Norway, Germany, France, Italy and Spain.

# Stanley's all tied up



## Screen scene

A NEW Open Resource Unit has been opened at HMS Collingwood by the establishment's CO Capt Charles Crawford.

The unit will provide all personnel who wish to use it with improved computer literacy and software familiarisation, the ability to analyse data and the ability to provide solutions to training bottle-necks.

Devised and established by Lt Bruce Foster, it has 20 computers and is available on a daily basis.

# KOP A LOOK AT THIS, LADS

**LIVERPOOL** Football Club scored full marks with HMS Liverpool's own soccer eleven when Mr Brian Hall presented them with a club strip during the ship's visit to her namesake city.

HMS Liverpool arrived on the Mersey following an 18-hour 24-knot dash from Devonport where engineers had been working round-the-clock to change her starboard Tyne clutch. Before berthing alongside in Liverpool the ship's Lynx embarked the city's Lord Mayor, the Lord Lieutenant of Merseyside and the Mayor of Sefton who joined the CO, Capt Hopkins, for breakfast.

Many of the ship's charities took the opportunity to visit the destroyer and presentations of donations totalling over £1,000 were made. Several maritime societies were also hosted on board, including the HMS Liverpool

Association whose members are predominantly ex-sailors from the Second World War cruiser, the previous ship to bear the name.

During the weekend visit the ship's company exercised the Freedom of the City by marching through the heart of Liverpool with bands playing, flags flying and bayonets fixed, to a spirited reception from the large crowd who turned out to watch.

Earlier in the year HMS Liverpool witnessed the end of an era when she was supported in a week's Principal Warfare Officer firings, off Gibraltar, by Buccaneers of 208 Squadron RAF during their final foreign sortie before the

THEY may not have scooped the Oscars in Hollywood or the Palme D'Or in Cannes but at the US International Film and Video Festival in Chicago the Services Sound and Vision Corporation (SSVC) won four Silver Screen Awards and two Certificates of Creative Excellence.

**Death by Degrees**, made for the RN on the dangers and treatment of hypothermia, won one of the Silver Awards, while **Are We Any Better?**, concerning RN flight safety, gained a certificate of excellence.

At home SSVc's 1994 success to date include scooping the pool at the International Visual Communications Association awards in February, gaining a gold, silver and bronze, followed in March by the Silver Award for two productions, the RN's *Death by Degrees* and *Under Pressure* (on the management of decompression illness), as well as a Certificate of Educational Merit for a third film in the British Medical Association Film and Video Awards.

famous low-level attack aircraft retires from active service.

During the PWO week, which saw all 11 students pass the course, a civilian film crew spent a day at sea taking footage of HMS Liverpool and the Buccaneers in action as part of a commercial video film designed as a tribute to the passing of remarkable aircraft.

● Accepting their strip from Mr Brian Hall are, back, from left, PO(R) Smokey Coles, POPT Rob Giles, LCK Daz Williamson, MEM(M) Geezer Galbraith, AB(R) Dave Carral and WEM(R) Robby Sedgwick; front, AB(R) Dinger Bell and LWEM(O) Buster Brown.

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# Star turn for Manadon car

**FAST** work in the pits as Lt Cdr Christopher Barnes, from RNEC Manadon, tops up for a marathon journey to the stars!

The special fuel-efficient vehicle was one of 75 competing in the annual Shell Mileage Marathon held to find the contestant who uses least fuel driving around a measured circuit.

Last year's winners recorded a figure equivalent to 6,996 miles to the gallon which meant a return trip to Venus (52,330,000 miles) on a tanker-full of 7,480 gallons. This time around Lt Cdr Barnes

was hoping the Manadon vehicle might make it to Mercury and back!

Following the final announcement that Manadon will close next year, arrangements are in hand to give the college an appropriate send-off.

Plans have already been finalised to hold a series of six commemorative dinners between October and March next year. The first dinner will be held for all Keyham Mess

members on Oct 22 and subsequent dates will be Nov 19 (1940s and 50s), Jan 14 (1960s), Jan 21 (1970s), Feb 18 (1980s), Mar 11 (1990s).

It is also likely that the final College Ball in July next year will be open to as many couples as possible, with the 1995 graduates and current mess members having first call for tickets. Further details are available from RNEC Manadon, Devonport dockyard 0752 553740, ext. 81354.

## Home savers rate reduced

**SPECIAL BONUSES** paid under the Services Home Savings Scheme (SHSS) have been cut as a result of changes announced in the 1992 Budget.

Under the scheme, eligible savers received £1 for every £3 saved. But in line with the reduction in mortgage tax relief from 25 to 20 per cent, the Homes Savings Allowance (HSA) to Service personnel has now reduced to £1 for every £4 saved.

The scheme was introduced last year to mirror tax relief to Service people using savings in designated accounts for down-payments on homes.

To be eligible for HSA, Service personnel must have saved a minimum of £50 a month for five years in SHSS accounts with the Bank of Scotland, or with one of three Building Societies — Gartmore, Norwich and Peterborough and Skipton. The HSA will be reduced again next April when mortgage tax relief drops once more to 15 per cent. The bonus will then yield £15 for every £85 of savings and interest.

However, the changes are not back-dated and savings will attract HSA at the previous rate up to the date of change.

Rules for joining the SHSS have been relaxed. Before

April, participants in the scheme had to have served at least three years. Now all aged 18 or over may join, although they must be aged at least 25 to receive HSA.

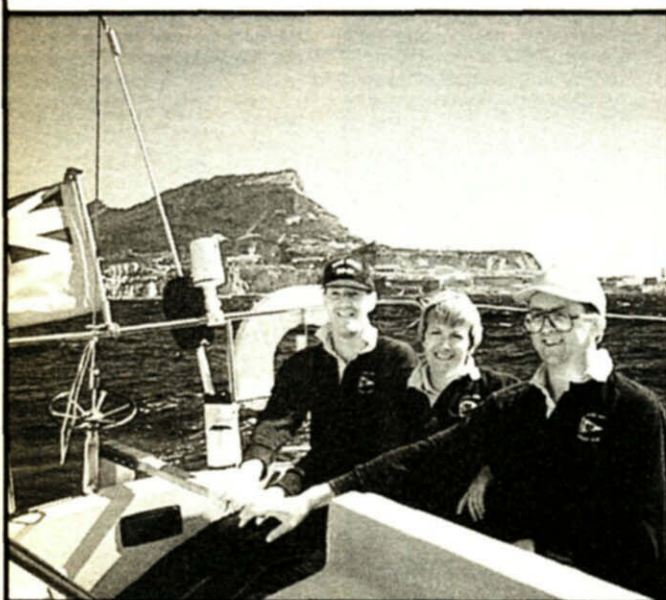
Also, the £50 a month minimum payments has now been cut to £30 a month over five years.

### MTB trust

MTB 71, a 60ft wooden, petrol-engined attack boat, built in 1939, will soon be restored to her former glory thanks to a trust established by David Thomas.

Plans have been made for a total restoration of the boat to 1939 RN acceptance standards and Mr Thomas would be grateful for information, photographs and artifacts which would help him in his work. Contact him at Rose Cottage, Almodington, Burnham, West Sussex (tel. 0243 511457, fax 0243 533814).

## Rita sails off into the sunset



**SAILING** coach CWCK Rita Brazier, who is soon to retire, has organised her last Tri-Service training courses for personnel at Gibraltar.

Accompanied by volunteer instructors and with the new RN coach CPO Nobby Clark leading, 35 trainees gained RYA proficiency qualifications in yacht and dinghy sailing, windsurfing and powerboating.

Rita is pictured enjoying the sunshine in the Strait of Gibraltar on board HMS Rooke's "Pickle of the Rock" with instructors Lt Steve Hartley and S/Lt Dave Jones from HMS Collingwood.

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# Barbadian batsman rips bowling apart

THE Royal Navy cricketers have made their customary slow start to the season; there have been some good individual performances, but the team has yet to fulfil its true potential, *writes Lt Cdr Jim Danks.*

Following the abandonment due to rain of their match against Oxford University, the RN team took on Middlesex II at Burnaby Road. Accurate bowling by Andy Hurry and Robin Hollington was matched up until lunch by fielding of a good standard for the Navy.

But the RN bowlers were unable to contain the Middlesex batsmen in the last 10 overs as they scored 106 runs to finish on 267 for 5.

Hollington and Paul Barsby shared an opening stand of 55 before Barsby was lbw for 30. Five RN wickets fell for just 27 runs before Gary Braithwaite and Dean Kitching stemmed the flow, adding 49 for the sixth. Kitching carried his bat for a fine 52 n.o. as the Navy innings ended at 175. Middlesex won by 92 runs.

Aiming to avenge their home defeat by the RN last December, the Barbados Police brought a strong side to Portsmouth. They batted first and found the Navy bowlers in determined mood.

Hollington, bowling his off-spin, completed his 10 overs for just 29 runs, in support of Chris Slocombe, who bowled seven overs and took 1-11. The visitors were restricted to 60 for the first 20 overs and at lunch were 109 for 3 from 33 overs.

## Brilliant

Bajan batsman Curtis Alleyne played a brilliant innings, reaching his century in 121 balls and 150 from just 140 balls. He then took the attack apart as the Police scored 114 in the final 10 overs and he ended on 193 n.o. from a total of 281 for 5 in 50 overs. Alleyne hit 25 fours and 4 sixes.

The Navy responded positively, although they lost two wickets for 33. Hollington added 87 with Piers Moore before being run out for 56 with the score at 120 for 3.

The Navy were well ahead of the Barbados score at this stage, but losing wickets steadily. When skipper Moore, who was greeted with a friendly short ball, was out for a rapid 56 with the score at 125 for 4, they were in trouble.

Kitching (19) and Braithwaite (32) offered token resistance, but with the last five wickets falling for 32, the Navy were all out for 212, giving victory to the Barbados Police Force by 69 runs.

## Rum punch

The RNCC are very grateful to Cockspur Rum, who sponsored the match, and treated the players of both sides to some excellent rum punch afterwards!

On a very windy day the Navy played United London Banks at Norbury. They won the toss and elected to bat, with Barsby and Chris Gara producing an opening stand of 36 with an ease which made the later batsmen rue what greater application might have produced.

The Navy had progressed to 69 before Barsby went for 46. His dismissal led to a middle order collapse to 89 for 6. Kitching and Procter added 27 for the 7th wicket. The Banks team bowled straight and fielded well in the gusty conditions

as the Navy were bowled out for just 134.

Moore and David Garbutt showed great determination in an aggressive opening spell which gave the RN an outside hope of victory as the Banks were reduced to 20 for 3. However, Holcombe played a skipper's role to make 52 n.o. ULB ended on 136 for 4, winning the match by six wickets.

## Dry pitch

In their match against the MCC Young Cricketers, the Navy again elected to bat first on a hard, dry pitch. Fine bowling and agile fielding restricted them to 73 for 4 from 35 overs at lunch. Braithwaite's fine innings of 56 guided the Navy to an all out total of 171.

Fast bowler Garbutt was forced to leave the field suffering from sore shins after four overs, and the RN attack was depleted. New Zealander Steven Lynch was in dominant mood. He punished some

wayward bowling and made 107 n.o. MCC YC passed the Navy score without loss and won by 10 wickets.

Andy Hurry bowled well to concede just 29 from 10.4 accurate overs.

● The Under 25 Inter-Service Tournament takes place at Portsmouth on July 8, 9 and 10. The team would welcome support on the opening day when they play the RAF.

The Seniors have some attractive fixtures during July: 6 v Wiltshire at Salisbury; 20 v Suffolk CA at Framlingham College; 21 v Essex II at Ipswich School; 28 v Club Cricket Conference at Wanstead CC and 29 v the Uganda Cricket Association at Portsmouth. This last should be a very interesting match.

The Navy will then play two matches at Mount Wise in Plymouth — on July 31 v Devon and August 1 v Devon and Cornwall Police.



## BOXER DOES WALES PROUD

ROYAL Marine Kevin McCormack (45 Cdo) will be captaining the Welsh boxing team as well as flying the flag for the Senior Service when he competes in the Commonwealth Games next month.

To be staged in Victoria, Canada, these "Friendly Games" will be Mne McCormack's third. He also represented his country in the Commonwealth Games at Edinburgh in 1986 and in New Zealand four years ago.

Standing 6ft 3in tall and weighing in at 16 stone 10lb, he is hoping his impressive physique will earn him the honour leading the Welsh team into the arena at the opening ceremony.

Holder of three ABA and eight consecutive Welsh titles, McCormack won a bronze medal in the European Championships in Turkey last year. He was the first Servicemen to win a medal at the Europeans and the first Welshman to do so in 53 years.

Current Combined Services champion, he has won 210 of his 256 amateur contests.

## Mitchell weighs in for Marines

GLORIOUSLY sunny weather added a sparkle to the Royal Navy Athletics Championship, held at Burnaby Road, Portsmouth.

The Royal Marines, who have dominated track and field for the last three years, were once again too strong for the opposition. A fine performance by C/Sgt Andy Mitchell, who won the hammer, shot and discus and came fifth in the javelin, laid the foundation for others to build on.

Veteran athlete Sgt Stewart Gibbs finished second in the high jump and pole vault and third in the discus. Mne Elliott, who is running at his best, took the 200m and finished second in the 100m.

International athlete Mne Garry Gerard convincingly won the 5000m. Lt Steve Gough, the South Coast Marathon Champion, was runner-up.

The 800m was won by seasoned performer S/Lt Graham Riley. OM Stephenson (Portsmouth) displayed considerable potential in winning the long jump and coming second in the 200m.

AEA Bradshaw (Air Command), in his first championship, won the high jump with a leap of 1.9m.

There is rarely a season goes by where Lt Andy Quixley fails to leave his mark. This year he bettered the RN Athletics Championship javelin record with a throw of 58.58m.

## TRIATHLETES SUPERB

ELEVEN RN women competed in the RN/RM Triathlon Championships and if the quantity of entrants left a little to be desired the quality was superb.

The first five Navy women beat last year's winning RN time, but the overall winner was the civilian, national triathlete Carol Billington. She completed the 600m swim in 8mins 51secs, the 17-mile cycle in 53.20 and the four-mile run in 26.22, giving her a total time of 1.28.33.

Less than a minute behind her on 1.29.15 was LWREN Lesley Allen (Daedalus), whose



## Hail and farewell!

HMS Brave's victorious soccer players were greeted on their return to the ship by the CO, Cdr Kevin Parris. Bearing the Midi Ships Trophy aloft was LPT Bungy Williams.

But celebrations had to be kept brief... within an hour of the winning goal going into the net the Brave deployed to the Adriatic.

The final against HMS Manchester saw hard tackles by and goal chances for both sides, but after 120 minutes penalties were needed to settle matters.

Brave won the match 4-3, the final winning penalty having been shot by AB(M) Chris Lewis, who calmly stroked the ball to the left, beyond the reach of Manchester keeper, PO Ian Smith.

HMS Brave's team manager, AB Pete Lumsden, said he could hardly believe

they'd won the competition in view of the frigate's heavy programme of preparations for the deployment.

"I'm really pleased with the hard work and commitment shown by the whole squad. After all, you're nobody until you've won the cup."

Picture: LA(PHOT) Graham Meggitt

## POOL OF TALENT

NINE Royal Navy representatives took part in the Great Britain Masters Swimming Championships at Leeds, but made up for their small number by winning six gold, 12 silver and five bronze medals in individual events.

Crowning this, they went on to take gold in two relays and silver in two more.

Individual results — Ian Hughes (35 to 39 years): 1st 50m and 200m backstroke, 2nd 100m back and 3rd 200m freestyle; John Seabrook (55-59): 2nd 50m, 100m and 400m free and 50m butterfly, 3rd 50m back and 200m individual medley; Alex Laylee (70-74): 1st 50m free and 100m back, 2nd 50m and 200m back; Len Audritt (70-74): 1st 50m fly, 2nd 50m breaststroke, 3rd 100m breast; Phil Merryweather (70-74): 2nd 100m and 200m breast, 3rd 50m free; John Harrison (80-84): 1st 50m free, 2nd 50m breast and 50m back.

The RN team successes began with silver in the over 240 years freestyle relay, courtesy of Bas Bladen, Ron Kimber, Laylee and Seabrook. This was followed by silver in the over 240 years medley relay.

Generally considered to be the best relay race of the championships, it was a blanket finish between City of Bradford, the RN and Fox Hollies. The Navy swimmers were Laylee, Audritt, Hughes and Kimber.

Next day the RN won both over 280 years relays, the events for which they are the current GB record holders. No records this year, but the medley squad came close.

Laylee, Merryweather, Audritt and Kimber swam in the freestyle, with Seabrook and Harrison replacing Audritt and Kimber in the medley.

## In brief

HELD on the USSG grass courts in Portsmouth, the Men's Inter-Command Lawn Tennis Championships were blessed with fine weather and contested by all five Commands. With four wins, Portsmouth were the overall victors and claimed the Maurice Bowl. Players from Naval Air and the Royal Marines had put up particularly strong resistance. Air enjoyed three wins, RM two and Plymouth and Scotland one. Only Fleet finished without a win.

LT CDR Chris Robison (Dryad) won the 5,000m at the Scottish Championships at Meadowbank in a time of 14 minutes 8.52 seconds. His performance has earned him a place in the Scottish Commonwealth Games squad. In Victoria he will be running in the 10,000m.

RNAS Culdrose shooting team returned from the Naval Air Command skill-at-arms meeting at Yeovilton with a huge haul of trophies, won both by individuals and the pistol and rifle teams as a whole. PO Gary Burn and PO Tim Amy together clinched 10 individual awards.

HMS Glasgow, meanwhile, took the lion's share of silverware from the Portsmouth Area skill-at-arms meet. Trophies won included the Portsmouth Gun (overall team winners), Tipner Shield (rifle snap), Ryder Cup (rifle deliberate), Excellent Cup (pistol team win) and General's Cup (pistol tiles).

The CO of HMS Glasgow, Cdr Dick Twitchen, won the Senior Officers' Pistol event, while MAA Charlie McBurnett won the A Class Pistol and AB Dominic Cowen won the A Class Rifle.

SEVEN games were played during the WRNS Farewell Hockey Tour to Canada. Four were won by the RN women, one drawn and two lost. A great time was had by all!



# Queen presents rosettes to Royal Navy riders



Lt Cdr Richard Randall and Maybelle clear the first fence in the Queen's Plate competition at the Royal Windsor Horse Show.

HELD on Admiral Bellamy's land at West Stour, the North Dorset and Blackmore Vale Horse Show opened the season for the RN/RM showjumping team, but injuries kept out some of the better horse-and-rider combinations, *writes POW Louise Isaacs.*

In the novice class LWREN Jane Willens (riding her own Kipling) was 8th after a particularly fast jump-off and Cdre Richard Bridges, on a new horse brought on by his wife Helen, was 6th.

The Uniformed Services' Team Event was won by Portsmouth Command. Two new members showed their mettle — Lt Rachel Firth (Linesfoot Barnes) came back in winning form after some time at sea, and LWREN Fay Butler (Jasmin) won the individual prize. Bridges was second. In the open class he pipped Butler into second place after completing a fast clear round in the jump-off on Carnival Raffle. Fourteen teams competed at

Aldershot Horse Show and 13 of them were from the Army! The RN/RM riders finished in fifth place. The Army were again out in force at Larkhill, but this time the Royal Marines managed third place. The Senior Service finished second in the highly-regarded, inter-service competition, the Loriners Trophy.

## Windsor

Windsor Great Park was the venue for the next event, the Royal Windsor Horse Show. The relay competition held early in the morning had the Navy team on the edge of their seats. Lt Cdr Richard Randall galloped around the course on Maybelle.

He passed the baton to Mne Howard Wood (Jasmin), who also went clear. Their faster time came from cutting corners even the Army had not contemplated.

Wood passed the baton cleanly to Butler, but she and her mount, Jack of Diamonds, were so raring to go that they jumped hugely over the first fence. Fay went flying and was whisked away by the St John Ambulance crew in attendance, but she was back competing in the afternoon.

The Queen's Cup was won by the Army, but the Navy team finished runners-up to Eton College in the Queen's Plate and received their rosettes from the Queen.

## WREN SHINES IN CROWN SERVICES TOURNAMENT

HOSTED by the Royal Navy at HMS Collingwood, the Inter-Service Volleyball Championships resulted in triumph once again for the Royal Air Force's men's and women's teams.

Despite their defeat, the Navy played exceptionally well — particularly the men, who lost 17-15 in the deciding set of the final.

However, the following RN players were selected for the Combined Services squads — Men: Lt Les Crawford, CPO Andy Page, AB Alan Blenkhorn and AEM Graham Talbot. Women: WAEM Michelle Ping, CWWTR Catriona Patton, LWRO Laura Gower, LWPT Jill Monnox and CPOWPT Julie Frowen.

The Crown Services Volleyball Tournament took place a week later. There was a very good standard of play, with the Police and Civil Service entering strong men's and women's teams. The men's trophy was retained by the Police and the women's by the Civil Servants.

Michelle Ping was named Female Player of the Tournament.

Results — Men: 1, Police; 2, Civil Service; 3, RAF; 4, Fire Service; 5, Royal Navy; 6, HM Prison Service; 7, Army; 8, Royal Marines. Women: 1, Civil Service; 2, Police; 3, RAF(W); 4, RN(W); 5, Army(W); 6, HM Prison Service.



Right: Lt Les Crawford smashes for the Royal Navy in their match against the Army.

## SCHOOL SPORTS

HMS Collingwood's Communications, Technical and Applications Schools, plus the Ship's Company, took each other on at a variety of sporting events during Athletics Day. A School won, followed by T. School, C. School and Ship's Company.

The female personnel competed under Ship's Company or Combined Schools banners and here it was Ship's Company that won the day.

"Jacks Snacks" — present with burger bar — offered a trophy for the best all-round athlete. This went to WEM Andrew Talbot, who won the 100m and triple jump, was second in the javelin and was a member of the second-placed 4 x 400m relay team.



## Airmen are top fly fishermen

MORE than 30 competitors took part in the RN and RM Fly Fishing Boat Championship at Chew Valley Reservoir. Traditionally the first event of the Navy's fly fishing season, it has in recent years become synonymous with high winds and driving rain; this year was no exception.

Fishing was difficult at the start of the day, but by lunch the wind abated a little and with plenty of cloud cover, the fish appeared in the top few feet of water and were feeding.

By the end of the tiring day every boat had fish and there were some excellent catches. The Fleet Air Arm came out top — ex-LAEM Ron Tutt and ex-Royal

Marine Mike Barfoot Franks in the Yeovil boat were the top team and Ken White of HMS Daedalus had the best bag.

JB Ltd partly sponsored the event and chairman John Brown (left in picture), presented the trophies — including the Secretary's Cup to Lt John Ball of HMS Nelson (Whale Island).

## A sorry result

DISASTROUS 8-0 and 4-0 defeats by the Army and RAF representatives saw the Navy finish third in this year's Naafi Jubilee Cup, sponsored by Naafi and John Smiths Bitter.

The Army team won the competition, which is decided on goals scored rather than points, with 13 goals. The RAF scored seven.

Skipper of HMS Neptune, the Navy's team, POME Harry Holmes, said, "... we were fighting a losing battle throughout."

"We were very tired at the end of a busy season in which we had taken some knocks, and the other teams out-played us. I hope we do better next year."

## Gunwharf win Portsmouth S&S trophy

RNH Haslar were denied their chance to retain the Portsmouth area S. and S. Cup by HMS Nelson's outstation, Gunwharf.

It was a tight game until a rushed clearance by Haslar's keeper rolled to the feet of SA Gary Davison, who scored with an angled drive from 25 yards.

Before 10 minutes more had elapsed Gunwharf were awarded a free kick just outside the area. Sgt Simon Poole bent his shot round the defensive wall, only to see the keeper parry it across the face of the goal. Slight hesitation by Haslar's right back then let Davison in at the far post to force the ball home.

Haslar exerted constant pressure for the remaining 20 minutes of the half, but without scoring. They returned in the

same spirit and did score, only to have the linesman adjudge them offside. Midway through the half AB(D) Si Doran gave away a needless free kick 30 yards out and POPT Hall shot the ball into the roof of the net.

Haslar kept up the pressure in their search for an equaliser, but with 15 minutes to go their defence was pierced by LS(D) Yorkie Tudor with a 20-yard pass. CPO(MW) Pony Moore, running from his own half, raced clear with only the keeper to beat and executed an in-perfect lob under the crossbar.

Despite a strong finish from the hospital side, the score remained Gunwharf 3 Haslar 1.





# Glasgow calls up her fire brigade

AN eventful return to sea awaited HMS Glasgow as she started the first day of her sea trials following an extensive maintenance period in Portsmouth.

A galley fire on board the yacht Leo II had rapidly burnt out of control and her owner, Mr Waterman, issued a call for help.

After the yacht's crew had been transferred to a pilot vessel HMS Glasgow's firefighting team battled for more than an hour to extinguish the blaze. Despite their efforts the flames burnt through the bow near the waterline and the boat sank five miles off the Isle of Wight.

The drama was witnessed by a group of veterans from the wartime HMS Glasgow who were visitors on board. Highlight of their day at sea was the presentation of the battle ensign of the fifth HMS Glasgow (1914-18) by the chairman of Glasgow Old-Boys' Association, Mr Allan Mercer to Cdr Dick Twitchen, CO of the present Glasgow.

The ensign will be displayed prominently on board the destroyer where it is likely to be the subject of much comment during the ship's forthcoming visit to Russia and Estonia.



## It's a fair cop!

"YOU'RE nicked!" WPCs Jane Beavan, Wendy McHugh and Clare Davies ask AB(EW) Rob Hayse-Bradley and LS(S) Spud Murphy to accompany them to the station during HMS Broadsword's visit to Chester (for the full story see page nine).



## Group practice as Ark leads the way



AN impressive line-up of "carrier power" as HMS Ark Royal leads the way for the Spanish vessel Principe de Asturias and the American super-carrier USS Saratoga. The three ships were caught on camera at the end of Dynamic Impact, a major NATO exercise involving 93 warships from 11 countries (see also page two).

# Somerset joins list of Dukes

HMS SOMERSET, the eleventh Duke Class Type 23 frigate to be built for the Royal Navy, was launched last month at Yarrow Shipbuilders on the Clyde by Lady Layard, wife of Sir Michael Layard, the Second Sea Lord.

The new frigate is optimised for anti-submarine warfare and in the late 1990s she will carry the Merlin 101.

She is armed with Harpoon surface-to-surface missiles and a four-and-a-half-inch gun, together with the Vertical Launch Sea Wolf point defence missile system.

HMS Somerset is the fourth ship to bear that name and joins a list of distinguished ships.

The first was completed at Chatham and commissioned in 1702 for the War of the Spanish Succession. The third ship took part in early operations during the American Revolution, supporting the British Army in the very first battles around Boston.

### Devonport

HMS Montrose, the seventh Type 23, also built at Yarrow, has been commissioned in Devonport.

She was launched by Mrs Edith Rifkind, wife of the Defence Secretary, Malcolm Rifkind, in July 1992 and accepted into service in September 1993.

The commissioning ceremony was attended by family and friends of the ship's company with VIP guests including the ship's sponsor Mrs Rifkind, Flag Officer Plymouth, Vice Admiral Sir Roy Newman, the Provost of Angus District, Mr Brian Milne, and the recently-retired chairman of Yarrow, Sir Robert Easton.

On completion of the ceremony, the commissioning cake was cut by Mrs Pauline Arrow,

wife of the CO, Cdr John Arrow, and the youngest member of the ship's company 18-year-old MEM Ben Pilkington.

● To date 13 Type 23 frigates have been ordered — nine have been accepted from the shipbuilders, three are currently being built at Yarrow and Swan Hunters, on Tyneside. A further order of Type 23 frigates is planned and it is hoped to issue invitations to tender in the near future.

## Museum spreads its wings

LADY Dulverton, wife of the late Lord Dulverton, officially unveiled a plaque to mark the opening of the Dulverton Wing at the D-Day Museum, in Southsea.

£70,000 from Lord Dulverton's Trust Fund was donated towards the cost of the £300,000 extension which provides space for catering, temporary displays and activities for educational groups.

Following the Drumhead ceremony at Southsea Common on June 5 the LST and Landing Craft Association presented the D-Day museum with a model Tank Landing Craft, built by one of their members, Don Bass.

## BRITANNIA

● From front page

be too grotesque."

Millionaire businessman Sir Donald Gosling, a former Royal Navy rating and now an Honorary Captain of the Royal Naval Reserve, is reported to be a leading member of a consortium of companies prepared to chip in £5 million each to provide a new royal yacht. He was making no comment on the speculation.

While recognising the need for change — a £17m refit in 1996 would only have extended Britannia's seaworthiness for five years — the Royal Family will feel a tinge of sadness at the decommissioning.

The ship has supported state visits to more than 135 countries and has called at 600 ports, as well as acting as a private holiday home for the Royal Family at Cowes Week and during the Queen's annual Western Isles cruise.

The Queen will be consulted on future plans for the yacht. Mr Rifkind said "a useful purpose" would be sought for Britannia.

Speculation has begun that she might be turned into a museum, possibly on the Thames or on the Clyde where she was built.

● A garden party is being held at Buckingham Palace this month for those who have served in the ship.

## MP calls for new Minister

LABOUR MP for Thurrock, Andrew Mackinlay, has introduced a Private Members Bill on the issue of the care, welfare and interests of ex-Service people and their dependants and has called upon the Prime Minister to appoint a designated Minister who would have responsibility for ex-Service affairs.

Such a Minister would be especially charged to promote the interests of ex-Service people and liaise with statutory and voluntary organisations.

## Duchess attends RFA dedication



GUEST of honour at the dedication of RFA Fort Victoria in Portsmouth was the Duchess of York who named the supply vessel in Belfast back in 1990.

After the ceremony she was presented with a watercolour of the ship by Capt Tony McEwan, Captain of the Port. She also cut the dedication cake, ably assisted by Fort Victoria's youngest sailor Catering Assistant Andrew Gordon.



# Navy News

## D+50 anniversary souvenir

### Part 3

Beyond HMS Edinburgh's billowing ensign, HMY Britannia steams through Formation Ramsay — the two lines of international warships gathered in mid-Channel in remembrance of the sailors who lost their lives during the Normandy campaign.



ON JUNE 6 1944 a vast armada of ships gathered off the coast of Normandy for the launch of Operation Neptune. Fifty years later the focus of remembrance was on the faces of those veterans embarked in the QE2 and Canberra awaiting their Review by the Queen and other Heads of State.

Echoes of the past reverberated through the years as HMS *Illustrious*, flagship of Commander-in-Chief Fleet, Admiral Sir Hugo White, fired a 42-gun salute marking the start of HMY *Britannia*'s stately procession through the rows of vessels in the Solent which made up the international flotilla.

#### Pursued

On board the Royal Yacht for the Review of Embarked Veterans were the Queen, the Duke of Edinburgh, The Princess Royal and Princess Margaret along with Commonwealth and foreign Heads of State and Government including John Major, Bill Clinton, Polish President Lech Walensa, Australian Prime Minister Paul Keating and Presidents Havel and Kovac of the Czech and Slovak Republics.

Pursued by a flotilla of yachts and small boats, *Britannia* was preceded by *Trinity House Vessel Patricia* and followed by HMS *Hecla* (acting as press ship for the event) and her Royal Escort, HMS *Avenger*.

Among the vessels ceremonially manning ship were HM

# REMEMBRANCE

## Armada sails on sea of memories

by Ruth Vernon  
on board HMS *Hecla*

ships *Fearless*, *Ursula*, *Hurworth*, *Sandown*, *Spey* and RFA *Sir Percivale*. International ships included the world's largest aircraft carrier USS *George Washington*, USS *Gum* and French ships *Loire*, *Croix du Sud* and *Clio*.

One of nine veteran craft which took part in Operation Neptune and which lined up for review 50 years later was the American Liberty Ship *Jeremiah O'Brien*, captained by D-Day veteran Capt George Jahn. During June 1944 the ship made 11 runs between Britain and Normandy, carrying troops, war machinery and supplies to Utah and Omaha Beaches.

As the Royal Squadron turned towards the Review all eyes were turned skyward for the flypast of historic and modern military aircraft. RAF Hawk trainers flew over the flo-

tilla in a number 50 formation while two *Swordfish* torpedo biplanes and a *Fairey Firefly* led the flight of 120 aircraft old and new.

On completion, *Britannia* and *Avenger* headed towards France, followed by the QE2, *Canberra* and other merchant vessels with D-Day veterans on board.

#### Wreaths

In mid-Channel, as near as possible to a spot named *Piccadilly Circus* where the various forces taking part in Operation Neptune gathered 50 years ago, warships of the international flotilla lined up in two columns — named *Formation Ramsay* in memory of Admiral Sir *Bertram Ramsay* — for a commemorative act of remembrance.

At the head of the columns were HMS *Edinburgh*, Flagship

of Flag Officer Surface Flotilla, Vice Admiral Mike Boyce, and the French frigate *Rugay Trouin* with the liners carrying the veterans lying further off, in the wings of the formation.

As the Royal Yacht sailed past each pair of ships, wreaths were cast into the sea in memory of those sailors, RN and Merchant Navy, who gave their lives during Operation Neptune. Overhead a Lancaster bomber returned to drop 850,000 poppies over the veterans on board *Canberra*.

The day's events had begun at the Naval War Memorial on Southsea Common where a Drumhead Service commemorated the glory and sacrifices of the D-Day invasion. It ended with a ceremony of subdued remembrances which marked both public victories and private losses.

● Following the commemoration the Queen ordered HMS *Edinburgh* to "Splice the Mainbrace" in recognition of the ship's role as flagship of FOSF.



A standard bearer of the Submarine Old Comrades Association stands at attention during the Drumhead Service held on Southsea Common, Portsmouth on June 5.



# DAY OF DIGNITY AND GRANDEUR AS QUEEN HONOURS VETERANS



ABOVE: The water of the Solent is churned to white by a myriad of small craft following the Royal Yacht as she heads for the Review of Embarked Veterans. Those on board HMY Britannia included the Queen, the Duke of Edinburgh, the Princess Royal, Princess Margaret and President Clinton.

RIGHT: The Queen inspects the standards of the Royal Marines Association after the Drumhead Service on Southsea Common.

BELOW: With ss Canberra on her starboard beam and the aircraft carrier USS George Washington off her starboard bow, the QE2 forms up for the Review of Embarked Veterans at Spithead.

BELOW RIGHT: HMS Illustrious forms an impressive backdrop to the veterans' standards as the aircraft carrier steams past the Naval War Memorial at Southsea.



## How Navy team 'got it right'

SIX MEMBERS of the British Royal Family, 14 Heads of State and Government, 16,000 veterans, 70,000 members of the public and several bottles of aspirin later, project leader Capt Mike Wood RN has declared the D-Day commemorative events a great success.

"After months of preparation it is enormously satisfying to know we got it right," he told Navy News. "We have received lots of personal letters from veterans who witnessed the events and their praise means more to us than anything else."

"We were especially pleased with the TV and radio coverage which brought the commemorations to millions in their own homes. There were many veterans who couldn't make it to the actual events and it was important for them to be involved — that was always an important consideration for us."

### Popular

One of the most successful ventures was the establishment of the Veterans Centre on Southsea Common which proved to be a popular daytime home for the visitors.

Over the ten days it was open more than 5,000 veterans and their guests visited each day while on June 5, when the Drumhead Service and Review of Embarked Veterans took place, more than 15,000 people passed through the doors.

"There is no doubt that the organisation of the commemorative events has been a team effort," added Capt Wood. "It was about a group of people from different backgrounds and different branches getting together — and getting it right."

"Whether they were Writers in the back room or senior officers escorting Heads of State, they all had a contribution to make, and after having talked to many of the veterans, they

saw it was worth the hard work. "My team did tremendously well and I hope they carry the experience with them for the rest of their lives."

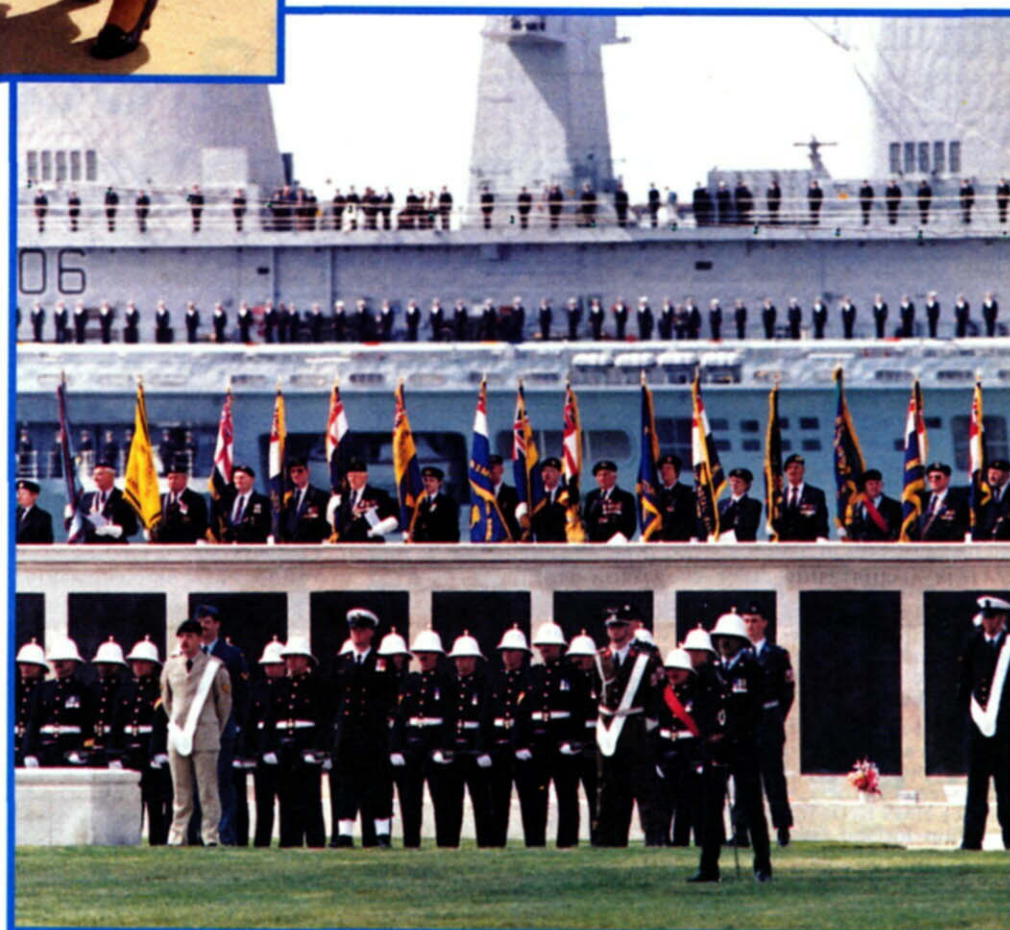
## Praise for planners

IN A PERSONAL message to those who had taken part in the planning and execution of the D-Day commemoration, the First Sea Lord, Admiral Sir Benjamin Bathurst, said:

"Now that the principal D-Day anniversary events are over I would like to congratulate all who were involved, both in and out of uniform, on such immaculate planning and execution which even some appalling weather could not disrupt."

"An immense amount of hard work and care went into each event and it was obvious from the many comments made to me by veterans that you have given them exactly the commemoration they wanted. You looked after them all with the utmost kindness and cheerfulness."

"Thank you for showing them that today's men and women of the Royal Navy and Royal Marines are worthy inheritors of the proud and gallant example they set us."





# Forgotten genius of Normandy

IT IS ONE of the curious injustices of history that Admiral Sir Bertram Ramsay remains one of the least known of all the principal architects of D-Day or indeed of the outstanding naval leaders of World War II as a whole.

Yet his career is full of strange inconsistencies for one eventually entrusted with such grave responsibility.

He never commanded any of the major British Fleets — or even any significant formation of capital ships. He never served in the Admiralty, except for a few months as a junior officer.

Even more surprising is the fact that he asked to be relieved from his first flag appointment, as Chief of Staff to the Commander-in-Chief Home Fleet — because he couldn't abide his boss's unfortunate habit of doing the job for him.

That was in 1935 — and his

**■ Architect of the success of Operation Neptune was the naval leader whose genius for organisation and attention to detail had four years before wrought the "miracle" of Dunkirk. In this profile of Admiral Sir Bertram Ramsay, JIM ALLAWAY throws light on a man who in 1939 seemed among the unlikely to fulfil a role as one of Britain's most significant wartime leaders.**

career seemed to be over, for he was put on the half-pay list virtually without further appointment until he was retired in the rank of Vice Admiral at the beginning of 1939.

## Dynamic

As war clouds gathered in earnest he was nominated Flag Officer Dover — a post he had, in fact, briefly filled during the Munich Crisis the previous year.

Within a few months his role in organising the Dunkirk evacuation would alone secure him a place in the history books — if not in popular memory.

The "miracle" of Dunkirk was down in part to speedy improvisation and mobilisation of resources — which showed that Ramsay was equally as capable of dealing with a highly dynamic situation as with a broad, preconceived plan such as Operation Neptune four years later, which anyway allowed for considerable flexibility despite its 1,000 pages of orders.

Before the order to start Operation Dynamo was given, Ramsay had already directed a number of small passenger vessels to sail as the vanguard of the "Little Ships".

By the end of it 338,226 troops had been taken off —



Admiral Ramsay with Generals Eisenhower and Montgomery off the Normandy beaches just 24 hours after the initial landings. Picture: Imperial War Museum

over seven times the total the Government had estimated might be possible. Ramsay was created a Knight Commander of the Bath.

## Torch

Though he was to be involved from the outset in the planning for Operation Torch, the Allied assault on North Africa that would in many ways serve as a dress rehearsal for D-

Day, the naval command was given instead to Cunningham, whom he served as deputy.

After Africa fell to the Allies in May 1943, attention turned to Operation Husky — the invasion of Sicily. Here Ramsay commanded the Eastern (British and Canadian) Task Force.

It was Ramsay who made the final recommendation that the assault should proceed on July

10, despite poor weather conditions — as he would 11 months later — and thus a considerable measure of surprise was achieved.

Within a month the Axis forces were themselves working a version of Dunkirk across the Messina Strait — but by this time Ramsay was back in Britain, soon to be confirmed as

● Turn to page XXV

## CAMPAIGN DIARY

### APRIL 1944

- 26 Admiral Ramsay moves HQ to Southwick Park. HMCS Haida sinks German torpedo-boat T29 off Ile de Batz and drives ashore T27 off Pontusval. HMCS Athabaskan sunk by torpedo (with heavy loss of life).
- 26-28 Exercise Tiger: Force U full-scale exercise in Lyme Bay.
- 28 US LSTs 507 and 531 sunk and LST 289 damaged by E-boats (with very heavy loss of life).

### MAY

- 8 Admiral Ramsay decides on June 5 or 6 for D-Day.
- 25 Operation orders opened by holders at 2330.
- 28 June 5 nominated as D-Day; all naval personnel "sealed" within their ships.

### JUNE

- 1 Admiral Ramsay assumes general control of English Channel operations.
- 2 Bombarding Force D leaves Scapa Flow. Midget submarines X20 (for Juno) and X23 (Sword) leave Portsmouth under tow.
- 3 Bombarding Forces E and K leave Clyde. Bombarding Force A and C leave Belfast. Force U assault convoy leaves Start Peninsula.
- 4 0515: Neptune postponed 24 hours due to bad weather.
- 5 0400: Gen. Eisenhower decides on June 6 for D-Day.
- 0900: First assault groups depart.
- 1800: Minesweeper USS Osprey mined off Cap d'Antifer.
- 0440: Norwegian destroyer Svenner sunk by German torpedo-boats off Sword Beach.
- 0630: H-Hour in Western Task Force area.
- 0633: Destroyer USS Corry mined off Utah Beach.
- 0645: Destroyer HMS Wrestler damaged beyond repair by mine off Sword Beach.
- 0725: H-Hour in Sword and Gold areas.
- 0745: H-Hour Juno Beach.
- 1620: Transport ss Sambur sunk in Dover Strait by long-range artillery.
- 1700: Convoy of nine large personnel ships becomes first for four years to transit west-bound through Dover Strait without damage.
- 0700: US freighter Susan B Anthony sunk by mine off Juno Beach. US LST 715 sunk by E-boat.

0940: Minesweeper USS Tide sunk by mine off Utah Beach.

1230: First of 54 vessels scuttled to form five "Gooseberries" — protected breakwaters.

7-8 Two RN LCTs sunk by E-boats in mid-Channel.

8 0152: Destroyer USS Meredith mined off Utah Beach (sinks on 9th after near miss during air attack).

0445: Assault HQ ship HMS Lawford (frigate) sunk by air attack off Juno Beach.

0803: Destroyer USS Glenrion mined off Utah Beach.

0920: Destroyer escort USS Rich mined while assisting Glenrion. Netlayer HMS Minister mined off Utah Beach.

coastal tanker Chant 6 sunk by air attack in Eastern TF area.

Port-en-Bessin (captured by 47 Cdo RM on 7th) in use by coasters and barges. First Mulberry harbour units laid.

8-9 US LSTs 314 and 376 sunk by E-boats in mid-Channel.

9 0210: HMS Ashanti sinks German destroyer ZH1 off Ile de Batz, and HMCS Haida drives ashore destroyer Z32.

First Phoenix units laid for Mulberry harbours.

9-10 Ammunition coasters Brackenfield and Dungrange sunk by E-boats in mid-Channel.

10 US freighter Charles Morgan sunk by air attack in Western TF area.

11 0315: Frigate HMS Halstead damaged beyond repair by E-boats in Eastern TF area.

MTB 448 and E-boat sunk in action in Western TF area.

coaster Ashanti and four tugs sunk by E-boats in mid-Channel.

US 5th and British 30th Corps make contact.

Churchill and Chief of General Staff visit British assault area in destroyer HMS Kelvin.

12 Destroyer HMS Boadicea sunk by air-launched torpedo south of Portland.

13 0045: German torpedo-boats Falke, Jaguar and Moewe sunk and Kondor damaged in RAF raid on Le Havre (11 E-boats, 20 patrol craft and 19 tugs also damaged).

1145: Frigate HMS Mourne sunk by U-767 off Lizard.

1910: Frigate HMS Blackwood sunk by U-764 off Portland.

Operation PLUTO: Start of the first Pipeline Under The Ocean to Port-en-Bessin.

Germans regain control of east bank of the mouth of the River Orne; shelling of Sword Beach intensifies, two HM ships and five LSTs being damaged. Unloading of personnel moved to Juno Beach.

King George VI visits British assault area in HMS Arethusa.

Trinity House vessel Alert

18 mined and sunk in Gold area.

0200: German minesweeper M133 damaged beyond repair by RN MTBs 727 and 748 off Jersey.

U-767 sunk by destroyers Fame, Inconstant and Havelock.

Coaster Albert C. Field sunk by air attack off St Albans Head.

19-23 Northerly gale in assault areas. 13 merchant and auxiliary vessels and 800-plus minor craft driven aground.

Western Mulberry harbour off Omaha Beach damaged beyond use.

All convoy movements halted until 21st.

20 French frigate La Surprise severely damaged by mine off Omaha Beach.

21 Destroyer HMS Fury mined and beached in Sword area.

23 Coaster Dunvegan Head destroyed by artillery fire in Sword area.

2300: Cruiser HMS Scylla (flagship Eastern TF) damaged beyond repair by mine in Sword area.

Norwegian destroyer Glaidsdale and minesweeper HMS Persian severely damaged by mine in Gold area.

24 Destroyer HMS Swift mined and sunk in Sword area;

freighters Fort Norfolk and Derrycunihy mined and sunk in Eastern TF area;

cruiser HMS Arethusa severely damaged by air attack.

U-971 sunk by destroyers HMCS Haida and HMS Eskimo, and RAF attack.

25 Bombardment of Cherbourg by Western TF ships including cruisers HMS Glasgow and Enterprise (clearance sweep by minesweepers and destroyers of 9th M/S Flotilla).

Frigate HMS Goodson damaged beyond repair by U-984 in mid-Channel.

Continued shelling of Sword Beach forces; abandonment of unloading by all but minor craft.

Operation PLUTO: First pipeline completed.

26 Cherbourg captured by US 7th Corps.

27 Corvette HMS Pink damaged beyond repair by U-boat off Barleur.

28 US freighter Charles W. Elliot mined and sunk in Juno area.

1335: Convoy EMC 17 attacked by U-984 which damages beyond repair US freighters James A. Farrell, James A. Treutlin and HG Blasdel; Edward M. House damaged.

1600: Convoy FMT 22 attacked by U-988 which sinks freighter Empire Portia.

U-988 sunk by HM ships Duckworth, Essington, Cooke, Domett, and RAF attack.

18 20

Destroyer HMS Isis lost by enemy action of unconfirmed nature in Sword area.

Frigates HMS St John and Matane damaged by guided bombs off Ushant.

21 Minesweeper HMS Chamois damaged beyond repair by mine in Eastern TF area.

HMS Curzon and Ekins sink U-212.

24 Destroyer HMS Gothland (acting as assault HQ ship) damaged beyond repair by mine in Eastern TF area.

HMS Cooke sinks U-214.

26 30-31 E-boats attack convoy off Beachy Head, sinking freighter Samwake and damaging four others.

31 HMS Starling and Loch Killin sink U-333.

### JULY

1 Sword Beach closed for unloading due to enemy artillery fire.

2 LS(L) Empire Broadsword



Liberation ... Royal Navy personnel meet French residents of Arromanches. Picture: Imperial War Museum

mined and sunk in Western TF area.

3 Official end of Operation Neptune on withdrawal of Rear Admiral Kirk USN, Commander Western TF; naval command assumed by shore HQs in British and US sectors.

5 Millionth man lands in France. Minesweeper HMS Friendship severely damaged by mine in Gold area.

U-390 sunk by HM ships Wanderer and Tavy.

6 Minesweepers HMS Cato and Magic sunk by midget submarines in Sword area.

7 Fighter direction tender FDT 216 sunk by air attack in Seine Bay.

8 0428: Polish cruiser Dragon beached after midget submarine attack in Sword area (ship becomes part of Mulberry harbour).

0500: Minesweeper HMS Py-lades sunk by midget submarine in Sword area.

Battleship HMS Rodney engaged targets in and around Caen; RAF bomb Caen. 600 minor craft damaged in storm (19th-23rd) refloated at spring tide.

HMS Balfour sinks U-672.

18 20 Destroyer HMS Isis lost by enemy action of unconfirmed nature in Sword area.

Frigates HMS St John and Matane damaged by guided bombs off Ushant.

21 Minesweeper HMS Chamois damaged beyond repair by mine in Eastern TF area.

HMS Curzon and Ekins sink U-212.

24 Destroyer HMS Gothland (acting as assault HQ ship) damaged beyond repair by mine in Eastern TF area.

HMS Cooke sinks U-214.

26 30-31 E-boats attack convoy off Beachy Head, sinking freighter Samwake and damaging four others.

31 HMS Starling and Loch Killin sink U-333.

### AUGUST

2-3 Germany Navy launches 58 midget submarines and 22 explosive motorboats against Eastern TF anchorages; only 17 midget submarines return.

Destroyer HMS Quorn and trawler HMS Gairsay sunk by midget submarines, and an LCT sunk by motorboat.

4 RAF strike on Pauillac sinks German minesweepers M271, M325 and M422. HMS Wensleydale and Stayner sink U-671.

6 German sweepers M263 and M486 with four ships in con-

voy sunk south of St Nazaire by cruiser HMS Bellona and destroyers HMS Ashanti, HMS Tartar, HMCS Haida and HMCS Iroquois.

German escort SG3 damaged and later sunk by RAF. HMS Loch Killin sinks U-736.

8 German minesweepers M366, M367, M428 and M438 sunk by RAF strike off Noirmoutiers.

10 Minesweeper HMS Vestal severely damaged by mine off Gold Beach.

11 German minesweeper M27 mined off Pauillac. U-385 sunk by HMS Starling and RAF.

12 RAF strike off Royan sinks German minesweeper M370.

14 German minesweeper M444 sunk (probably by mine) in Brest Roads. U-618 sunk by HMS Duckworth, HMS Essington and RAF.

15 German minesweeper M385 beached after being damaged off Sables d'Oronne by cruiser HMS Mauritius and destroyers HMS Ursa and HMCS Iroquois.

U-741 sunk by HMS Orchis.

18 U-621 sunk by HMCS Ottawa, Kootenay and Chaudiere.

19 Falaise Gap closed; German evacuation of Normandy starts.

20 U-413 sunk by HMS Wensleydale, Forester and Vidette. U-984 sunk by HMCS Ottawa, Kootenay and Chaudiere.

21 Corvette HMS Orchis mined and beached of Courseulles (total loss). Corvette HMCS Alberni sunk by U-boat in mid-Channel.

German destroyer Z23 sunk by RAF at La Pallice.

German minesweeper M292 sunk by RAF off Le Verdon.

22 Minesweeper HMS Loyalty sunk by U-boat in mid-Channel.

24 German destroyer Z24 and torpedo-boat T24 sunk by RAF off Le Verdon.

HMS Louis sinks U-445.

25 Minesweeper HMS Gleaner severely damaged by mine off Sword Beach.

27 Minesweepers HMS Britomart, Hussar and Salamander mistaken for German vessels and attacked by RAF in Seine Bay.

Britomart and Hussar sunk, Salamander damaged beyond repair.

31 HMCS Swansea and St John sink U-247.

### SEPTEMBER

12 Surrender of Le Havre marks the end of Normandy campaign.

Details supplied by the RN Historical Branch.





The Queen, Duke of Edinburgh and Queen Mother at the Drumhead Service on Southsea Common ... where (left) Mrs Carol Gibbon was the only woman standard bearer — for the Association of Wrens.



# ECHOES OF

## Lessons for today's Navy

by Stu Reed on board HMS Fearless

AMPHIBIOUS landings are not a thing of the past, Commodore Richard Bridges, told Royal Navy veterans on board HMS Fearless.

"Unlike wartime, when secrecy is paramount, today we can practice fully our techniques with our allies," said the Commodore Amphibious Warfare.

Speaking off the Normandy coast on the eve of the D-Day commemoration in France he detailed three recent NATO exercises and the biggest disaster relief practice ever held at Portland. That had sharpened Fearless's combined land, sea and air operations capability ready for a wide range of missions from earthquakes and civil evacuations to major hostilities. "These operations can only be successful if the Admiral and the General understand each other.

### Complexity

"By wearing down the French army and keeping them off balance, Admiral Sanders made a major contribution to Wolfe's success at Quebec.

"But the Dardanelles was a brilliant concept carried out lamentably. Principally, nothing's changed."

The vets nodded sagely, and members of the LST and Landing Craft Association were impressed at the complexity of modern operations.

"Landings were enormous then, but seemed less complicated," said 70-year-old Roy Ellis, chairman of the 1,000-strong association.

"You had a single aim and you did just that. Communications are better. Now troops can switch tactically and fight more effectively at night."

After months of training at HMS Dundonald, Scotland, and battle hardening in Sicily and Salerno, Mr Ellis, an RN sub-lieutenant at the time, missed D-Day because of a baseball injury, but went on to clear mines in Dutch waters with his motor minesweeper. Later he served in the RNR and retired as a lieutenant-commander.

Fred Naylor (70), a sub-lieutenant RNVR in 1944, commanded LCT 953. "We were attacking on a 50-mile front, something unlikely today."

"My vessel was straight off the production line. After training off Rothesay, Oban, Lamlash on Arran, we picked up

soldiers in Invernessing at speed. The train, while we staged to Shoreham to meet

"We had a big exertion which was a Ouistreham (we learned I went to a full briefing the C-in-C, the Army

### Morale

"Commanding officer full picture — even deception bombardment booster!"

He said that two companies went to be briefed. "We were back into Newhaven weather and the soldier route marches.

"When we re-embarked coded envelope — m



Former shipmates Alf Gardner (left) and John Jacob meet up by chance at the Veterans Centre on Southsea Common, Portsmouth.

## PRINCESSES MEET THE VETERANS



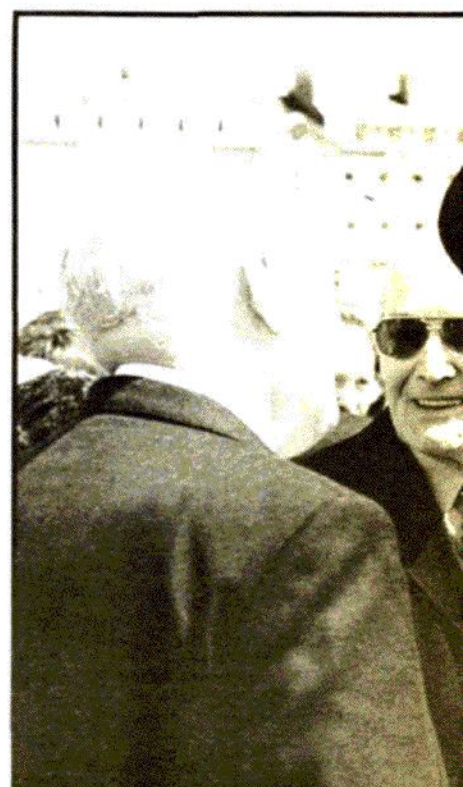
MEDALS WORN by this veteran caught the eye of Princess Margaret who was guest of honour at a Royal Garden Party at Southwick Park.

The party, held in atrocious weather on June 4, marked the planning phase of the Normandy invasion. It was hosted by Defence Secretary Malcolm Rifkind and among the guests were John and Norma Major, Canadian Prime Minister Jean Chretien, US Defence Secretary William Perry and Prince Bernhard of the Netherlands.

After viewing the Map Room, laid out exactly as it was in June 1944, Princess Margaret was presented with a ceremonial sword by the Captain of HMS Dryad, Capt Andrew Ritchie.

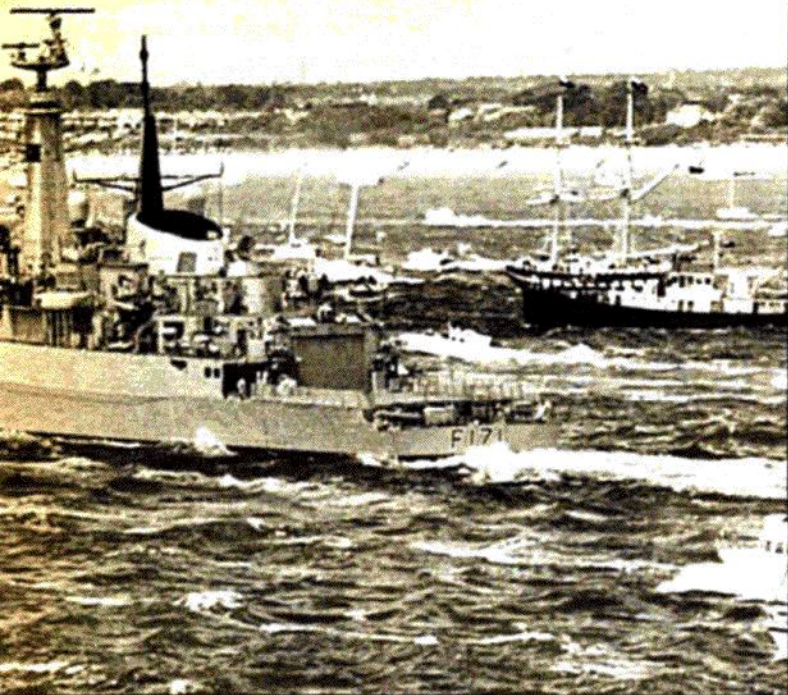


After the Drumhead Service there were veteran encounters for the Princess Royal ...

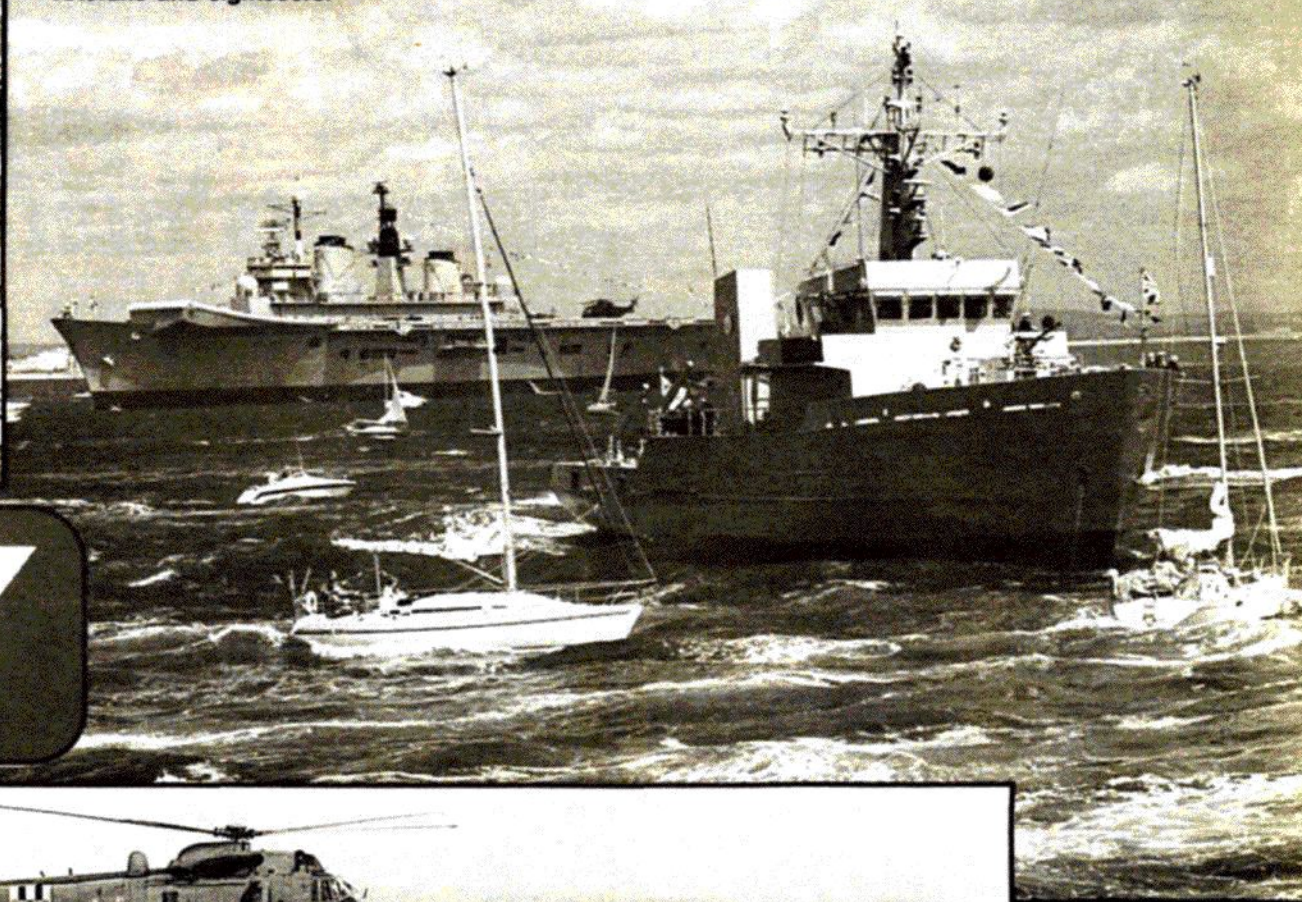


... and the Princess of Wales.





HMS Illustrious in position aft of mine counter-measures vessel HMS Spey during preparations for the Review of Embarked Veterans. Left — HMS Active off Arromanches where the beaches were crowded by veterans and sightseers.



# D-DAY

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told the OC Troops we were going to Ouistreham. The soldiers had the unloading drill down to a few minutes but an exceptionally high tide made the beach crowded — jam-packed with people and equipment.

"We were stuck there for over an hour, being potted at before the men got ashore. The smaller ships took a pounding.

"We were expecting 50 per cent casualties and the figure wasn't far off that.

"Modern helicopters could have taken out enemy strong points and saved many lives."

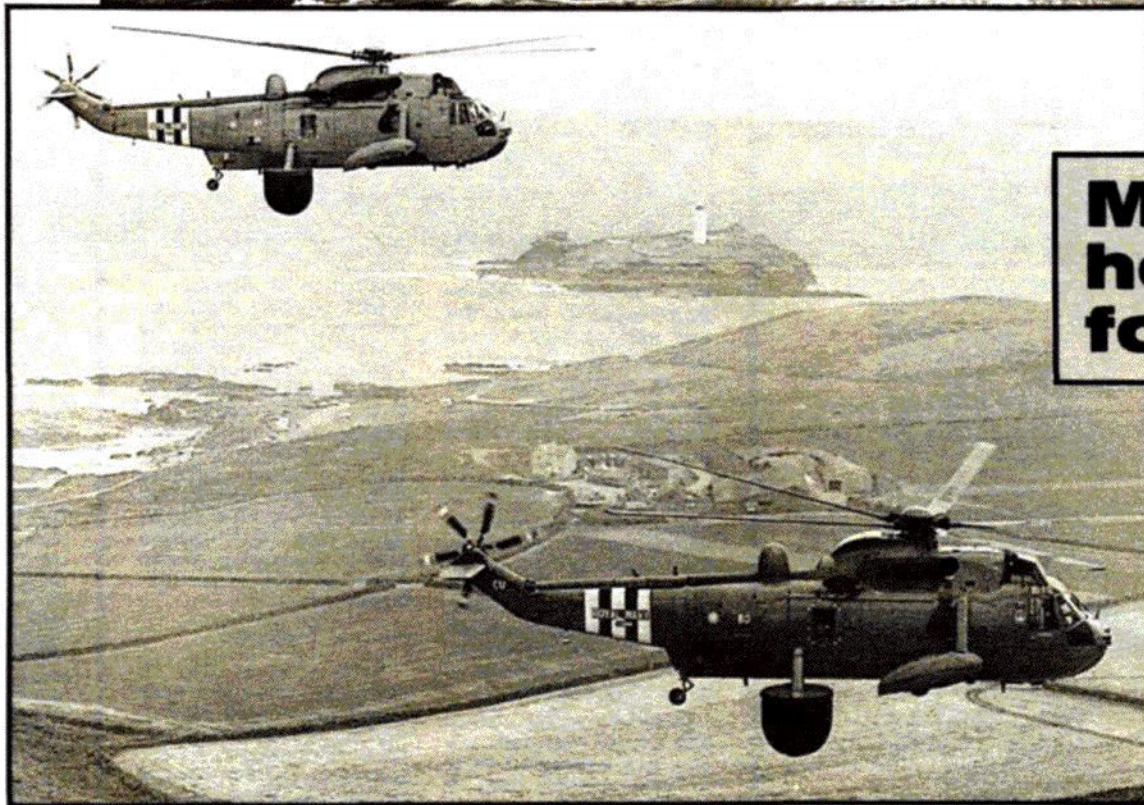
## Cries for help

Ken Tuppen (68) was a Navy telegraphist in LCI(L) 111 at Sword Beach.

"On the RT wavelength I could hear cries for help from ships and the beachmasters. Bodies were floating in the water. There were ships everywhere you looked. Some were hitting mines.

"Our port ramp jammed, then it fell off. An 88mm shell wiped out a whole troop of the Suffolk Regiment. There was sustained mortar and machine-gun fire. Rockets ships were letting go with everything they had. The air was filled with acrid, black smoke.

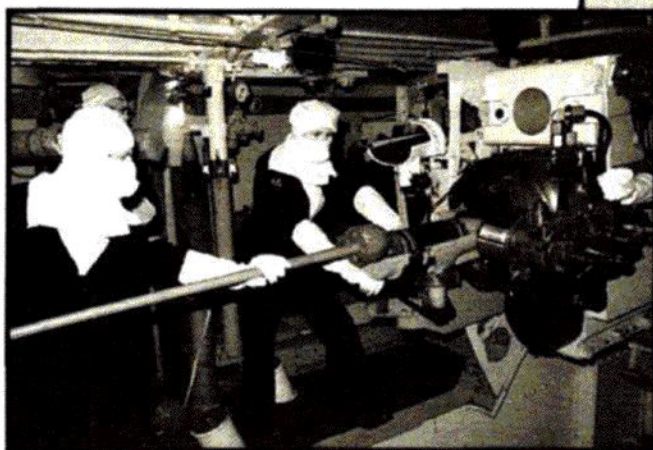
"We went alongside a destroyer and an SBA amputated a man's leg. He got the DSM for that. By nightfall I was back in England. The Evening Argus was full of D-Day stuff, but I couldn't say I'd been there."



## Mark of honour for 849

THESE D-Day stripes were sported by two Sea King airborne early warning aircraft of 849 Naval Air Squadron to mark the recent award to the squadron of the Normandy 1944 battle honour.

During the invasion the squadron flew Grumman Avenger torpedo bombers from RAF Perranporth. Now 849 is based at RN air station Culdrose in Cornwall, and two of their flights (A and B) are currently serving with HMS Invincible and HMS Ark Royal respectively.



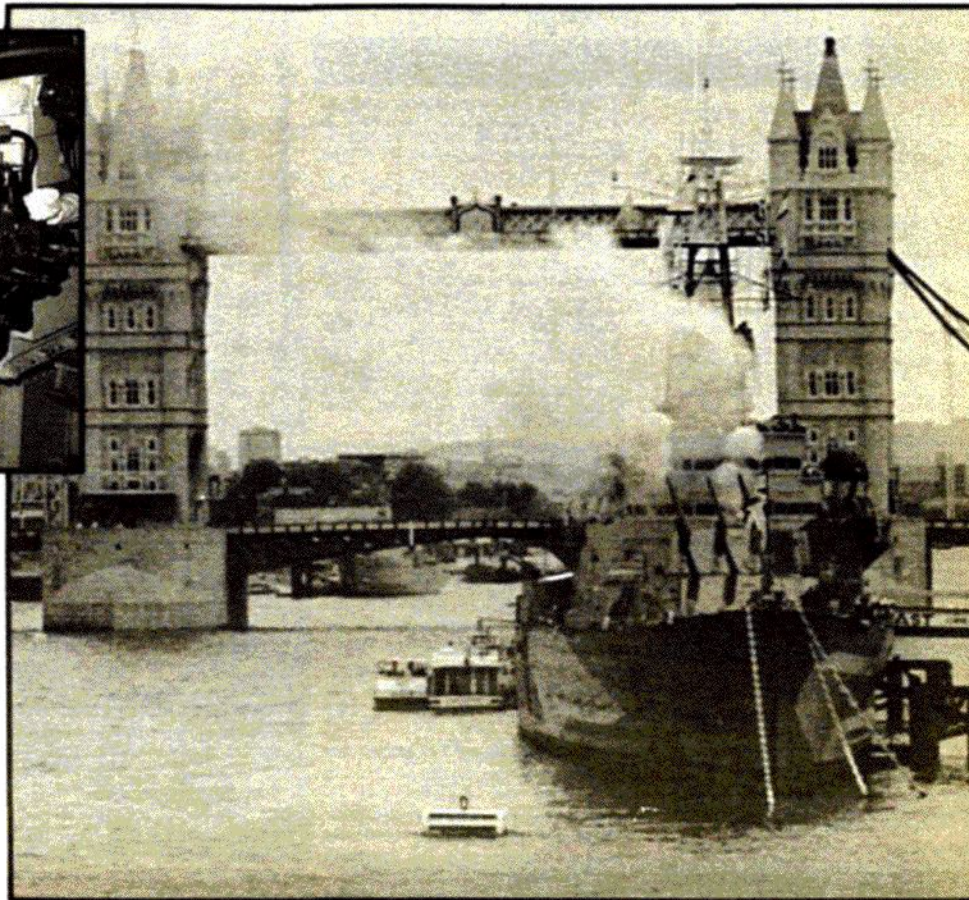
## CAPITAL SALUTE

HMS BELFAST'S guns spoke out again on June 6, the sound of her firing echoing over London.

Using harmless pyrotechnics, a volunteer crew of ratings from HMS President — London Division RNR — fired six simulated shells from the museum ship berthed in the Pool of London.

The event was witnessed by 130 naval veterans who had taken part in Operation Neptune. They included Cdr Rex Mountfield, the ship's gunnery officer on D-Day, and Capt Richard Tossell, the ship's executive officer at the time.

Our pictures show the guns being loaded and (right) the ship firing.





## EASTERN TASK FORCE

**Flagship** — HMS Scylla (cruiser, Rear Admiral Sir Philip Vian).

### SWORD BEACH FORCE S

**HQ:** HMS Largs (Rear Admiral A. G. Talbot).

#### Assault Forces

**S.1** — HQ ship HMS Locust, 23 LSTs including HM LST Bachaquero, 26 LCTs, 13 LCI(L)s.

**S.2** — HQ ship HMS Dacres, 34 LCTs, 32 LCI(L)s.

**S.3** — HQ ship HMS Goathland, HMS Glenearn, ss Empire Battleaxe, ss Empire Broadsword, ss Empire Cutlass, 43 LCTs, 9 LCI(L)s.

**J.4 (part)** — ss Maid of Orleans, ss Princess Astrid.

#### Minesweepers

**1st MS Flotilla** — Britomart, Gleaner, Halcyon, Harrier, Hussar, Jason, Salamander, Seagull, Speedwell. Attached danlayers — Alexander Scott, Colsay, Craftsman, Lord Ashfield. Attached motor launches — 3.

**15th MS Flotilla** — Ardrossan, Bootle, Dunbar, Fort York, Fraserburgh, Llandudno, Lyme Regis, Worthing. Attached danlayers — Calvary, Dorothy Lambert, James Lay, Niblick. Attached MLs — 4.

**132nd Motor M/S Flotilla** — 10 MMSs.

### Gunfire Support Bombarding Force D

**Battleships** — Ramillies, Warspite. **Monitor** — Roberts. **Cruisers** — Arethusa, Danae, Dragon (Polish), Frobisher, Mauritius (Force D flagship).

**Destroyers** — Eglinton, Kelvin, Middleton, Saumarez, Scorpion, Scourge, Serapis, Slazak (Polish), Stord (Norwegian), Svenner (Norwegian), Swift, Verulam, Virago.

#### Force D Minesweepers

**40th MS Flotilla** — Catherine, Cato, Gazelle, Gorgon, Grecian, Magic, Pique. Attached danlayers — USS Chamois, USS Chance.

**115th MMS Flotilla** — 10 vessels. **165th British Yard MS Flotilla** — 10 vessels.

#### Close Support Craft

**Landing Craft (Gun)** — 3, LC (Flak) — 4, LC (Rocket) — 5, 8 LCT with two 95mm gun tanks, 1 LCT with two 17-pdr gun tanks for concrete-busting, 9 LCA (Hedgerow).

#### Miscellaneous

Ferry control HQ ship — St Adrian. Landing barge HQ — Thelas. HM midget submarine X23 (navigational marker).

### JUNO BEACH FORCE J

**HQ:** HMS Hilary (Commodore G. N. Oliver).

#### Assault Forces

**J.1 (7th Canadian Bde)** — HQ HMS Lawford. LSIs: HMS Invicta, HMCS Prince Henry, HMS Queen Emma, ss Canterbury, ss Duke of Argyll, ss Isle of Thanet, ss Laird's Isle, mv Llangibby Castle, ss Mecklenburg, ss Ulster Monarch. One LC(HQ) and 48 LCTs.

**J.2 (8th Canadian Bde)** — HQ HMS Waveney. LSIs: HMS Brigadier, HMS Duke of Wellington, HMCS Prince David, ss Biarritz, ss Clan Lamont, ss Isle of Guernsey, ss Lady of Man, ss Monowai, ss St Helier. One LC(HQ) and 48 LCTs.

## FLEET AIR ARM

**Third Naval Fighter Wing** — 808, 885, 886 and 897 Naval Air Squadrons equipped with Spitfires and Seafires (Air Spotting Pool flying from HMS Daedalus, Lee-on-Solent).

**RAF Hawkinge** — 854 and 848 NAS equipped with Avengers.

**RAF Perranporth** — 849 and 850 NAS with Avengers and 816 NAS with Swordfish.

**RAF Manston** — NAS (Avengers) and 819 (Swordfish).

**RAF Harrobeer** — 838 NAS with Swordfish.

## ANTI-SUBMARINE SCREEN

**Escort carriers** — HM ships Emperor, Pursuer, Tracker.

**Destroyers** (British unless otherwise indicated) — Chaudiere (Canadian), Fame, Gatineau (Canadian), Havelock, Hotspur, Icarus, Inconstant, Kootenay

### GUNFIRE SUPPORT RESERVE

**Battleships** — HMS Nelson (arrived Gold June 11), HMS Rodney (arrived Sword June 7).

**Cruisers** — HMS Bellona (arrived Western Task Force area, June 6), HMS Sirius (arrived Eastern Task Force area, June 7).

## CHANNEL PATROL

**Destroyers** (British unless otherwise indicated) — Ashanti, Blyskawica (Polish), Eskimo, Haida (Canadian), Huron (Canadian), Javelin, Obedient, Offa, Onslaught, Onslow, Opportune, Oriol, Orwell, Piorun (Polish), Savage, Tartar.

## MISCELLANEOUS

HMS Apollo (minelayer), FDT 13 (LST as lighter Direction Tender), FDT 217, HMS Plover (minelayer), USS Rockaway (seaplane carrier), and the train ferries Hampton Ferry, Lakehurst, Sealtrain Texas, Twickenham Ferry. AA ships Douwe Aukes, Goatfell, Golden Eagle, Ryde, Sandown, Scawfell, Thames Queen, Whippingham; depot ships included the cruisers HMS Despatch and HMS Ceres.

● In Page III of this supplement HMS Apollo was described as a minesweeper. She was, of course a minelayer.

**J.3 (9th Canadian Bde)** — HQ HMS Royal Ulsterman, 23 LSTs including HM LST Tasajera, 36 LCTs, 18 LCI(L)s two of which were Canadian, and 3 LCI(Flak). **J.4 in part (48 Cdo RM)** — LSIs HMS Prins Albert and ss Princess Margaret, 14 LCI(S)s. Landing ship, dock ss Northway. The following troopships arrived on June 7: Cheshire, Devonshire, Lancashire. The troopship Worcestershire arrived on June 8 and the Longford on June 25. The train ferry Princess Iris arrived at the end of June.

#### Minesweepers

**7th M/S Flotilla** — Fancy, Lennox Pelorus, Pickle, Pincher, Plucky, Recruit, Rifleman. Attached danlayers: Farnie, St Barbe, Stella Leonis, Stella Rigel, 3 MLs. **9th M/S Flotilla** — Bangor, Blackpool, Boston, Bridlington, Bridport, Eastbourne, Sidmouth, Tenby. Attached danlayers: Bryher, Dalmatia, Ijuin, Signa, 3 MLs.

### Gunfire Support Bombarding Force E

**Cruisers** — Belfast (Force E flagship), Diadem.

**Destroyers** — Algonquin (Canadian), Bleasdale, Faulknor, Fury, Glaisdale (Norwegian), Kempfenfelt, La Combattante (French), Sioux (Canadian), Venus, Vigilant.

#### Close Support Craft

7 LC(Gun) each with two 4.7in. guns, 8 LC(Rocket), 6 LC Support (L) each with a 2-pdr. gun, 6 LC(Flak) each with four 2-pdr. guns and eight 20mm AA guns. Plus embarked self-propelled artillery.

#### Miscellaneous

Landing ship, dock — Eastway. Yachts assigned — Altona, Clarinda, Judith, Letna, Sister Anne, Swallow, Thalaba. HM midget submarine X20 as navigational marker.

### GOLD BEACH FORCE G

**HQ:** HMS Bulolo (Commodore C. E. Douglas-Pennant).

#### Assault Forces

**G.1** — HQ HMS Nith. LSIs HMS Glenroy, ss Empire Arquebus, ss Empire Crossbow, ss Empire Spearhead. Two LC(HQ)s and 64 LCTs.

**G.2** — HQ HMS Kingsmill. LSIs: ss Empire Halberd, ss Empire Lance, ss Empire Mace, ss Empire Rapier. Two LC(HQ)s and 54 LCTs.

**G.3** — HQ HMS Albrighton, 29 LSTs, including HMS Misoa, 11 LCTs, 15 US Navy LCI(L)s and 6 Canadian LCI(L)s.

**J.4 (part)** — ss Victoria. **Later arrivals** — ss City of Canterbury (June 7), ss Cameronia (June) and ss Leopoldville (June 8), ss Neuralia (June 12), ss Pampas (June 22), ss Louth (June 23).

### Gunfire Support Bombarding Force K

**Cruisers** — Ajax, Argonaut, Emerald, Flores (Dutch), Orion.

**Destroyers** — Blankney, Cattistock, Cottesmore, Grenville, Hambledon, Jarvis, Krakowiak (Polish), Ulster, Ulysses, Undaunted, Undine, Uriana, Urchin, Ursa.

#### Close Support Craft

4 LC(Gun) each with two 4.7in. guns, 7 LCT(Rocket), 7 LCT(Flak) each with four 2-pdr. guns and eight 20mm AA, 10 LCT with two 95mm gun tanks for direct support fire, 17 LCA (Hedgerow).

**HMS Pursuer** (fighter protection for convoy escort groups in western Channel) — 881 and 896 NAS flying Wildcats.

**HMS Emperor** (fighter protection as above) — 800 and 804 NAS flying Hellcats.

**HMS Tracker** (anti-submarine cover in South-West Approaches) — 846 NAS flying Avengers and Wildcats.

**Search and Rescue** — RN Walrus squadron at Lee-on-Solent.

●FAA details provided by the Fleet Air Arm Museum.

(Canadian), Ottawa (Canadian), Qu'apelle (Canadian), Restigouche (Canadian), St Laurent (Canadian), Saladin, Saskatchewan (Canadian), Scimitar, Skate, Skeena (Canadian).

**Sloops** — HM ships Starling, Wild Goose, Wren.

**Frigates** (British unless otherwise indicated) — Affleck, Antigua, Aymer, Balfour, Bentley, Bickerton, Blackwood, Blight, Braithwaite, Cam, Cape Breton (Canadian), Capel, Cooke, Domett, Dominica, Duckworth, Essington, Garlies, Goodson, Gore, Grou (Canadian), Inglis, Keats, Lawson, Lock Fada, Loch Kilin, Lochy, Louis, Matane (Canadian), Meon (Canadian), Moorsom, Mounsey, Mourne, Outremont (Canadian), Port Colborne (Canadian), St John (Canadian), Stormont (Canadian), Swansea (Canadian), Temé (Canadian), Wasquesiu.

#### Minesweepers

**6th M/S Flotilla** — Friendship, Gozo, Larne, Lightfoot, Melita, Persian, Postilion, Vestal. Attached danlayers — Fairway, Hannaray, Milford Prince, Sylvana, and 4 MLs.

**18th M/S Flotilla** — Cockatrice, Hound, Hydra, Loyalty, Onyx, Orestes, Rattlesnake, Ready. Attached danlayers — Doon, Gilsay, Hornbeam, Jude, and 3 MLs.

#### Miscellaneous

Yacht assigned — Diana II. HM despatch vessel — Coronie (arrived June 16).

## WESTERN TASK FORCE

**Flagship** — USS Augusta (cruiser, Admiral A. G. Kirk USN).

### OMAHA BEACH FORCE O

**HQ** — USS Ancon (Rear Admiral J. L. Hall USN).

#### Assault Forces

**Force O.1** — LSI(L) ss Empire Anvil (British), Henrico, Samuel Chase, Thomas Jefferson, Thurston.

**Force O.2** — ss Empire Javelin (British), Charles Carroll.

**Force O.3** — HMS Oceanway, Anne Arundel, Dorothea L. Dix.

**Force O.4** — LSI(S)s HMS Prince Baudouin, HMS Prince Charles, HMS Prince Leopold, LSI(H)s ss Ben-My-Cheree, ss Amsterdam, ss Princess Maud.

**US Army HQ** — Achernar (attack cargo ship).

### Gunfire Support Bombarding Force C

**Battleships** — USS Arkansas, USS Texas.

**Cruisers** — USS Glasgow, Montcalm and George Leygues (French).

**Destroyers** — HM ships Melbreak, Talybont and Tanatside, and the US vessels Baldwin, Barton, Carmick, Doyle, Emmons, Frankford, Harding, McCook, O'Brien (allocated to Omaha from Utah force), Satterlee, Thompson.

**Reserve** — US destroyers Murphy, Nelson, Plunkett.

#### Minesweepers

**4th M/S Flotilla** — Albury, Elgin, Kellett, Lydd, Pangbourne, Ross, Saltash, Selkirk, Sutton. Attached danlayers — Fuday, Neil Smith, Righto, Thunder (Canadian), and 4 MLs.

**31st (Canadian) M/S Flotilla** — Blairmore, Carquet, Cowichan, Fort William, Malpeque, Milntown, Minas, Wasaga. Attached danlayers — Bayfield, Green Howard, Gunner, Mulgrave (2 RN) and 4 MLs.

**104th Motor M/S Flotilla** — 10 MMSs. **167th British Yard M/S Flotilla** — 10 BYMSs.

#### Miscellaneous

HM fighter direction tender FDT 216. USS J. Fred Talbot (destroyer, personnel vessel).

## ESCORTS

**Destroyers** (British unless otherwise indicated) — Avon Vale, Beagle, Blencartha, Boadicea, Brissenden, Bulmer (USN), Butler (USN), Campbell, Corry (USN), Cotswold, Davis (USN), Duncan, Ellyson (USN), Fernie, Forester, Garth, Gherardi (USN), Glennon (USN), Hambleton (USN), Herndon (USN), Holderness, Impulsive, Isis, Jouett (USN), Keppel, Laffey (USN), Mackay, Mendip, Meredith (USN), Meynell, Montrose, Quorn, Rodman (USN), Somers (USN), Southdown, Vanquisher, Versatile, Vesper, Vidette, Vimy, Vivacious, Volunteer, Walke (USN), Walker, Walpole, Wanderer, Watchman, Wensleydale, Westcott, Whitehall, Whitshed, Windsor, Wrestler.

**HM sloops** — Crane, Hart, Kind, Kite, Lapwing, Lark, Londonderry, Maggie, Pelican, Redpole, Rochester, Scarborough, Stork, Whimbrel.

**Frigates** (British unless otherwise indicated) — Bullen, Cheimer, Cubitt, Curzon, Dakins, Deveron, Duff, Ekins, Goodall, Halsted, Hargood, Holmes, Notham, L'Aventure (French), La Decouverte (French), La Surprise (French), L'Escarmouche (French), Narbrough, Retalick, Riou, Rowley, Rupert, Seymour, Spragge, Stayner, Stockham, Strule, Tavy, Thornbrough, Torrington, Trollope, Tyler, Waldegrave, Whitaker.

**US destroyer escorts** — Amesbury, Bates, Blessman, Borum, Bunch, Maloy, Rich.

**Corvettes** (British unless otherwise indicated) — Abelia, Acanthus (Norwegian), Aconit (French), Alberni (Canadian), Armeria, Azalea, Baddeck (Canadian), Balsam, Bluebell, Borage, Burdock, But-tercup, Camelia, Campanula, Camrose (Canadian), Celandine, Charlock, Clarkia, Clematis, Clover, Commandant D'Estienne D'Orves (French), Dahlia, Dianella, Dianthus, Drumheller (Canadian), Eglantine Rose (Norwegian), Gentian, Geranium, Godetia, Heather, Honeysuckle, Kingcup, Kitchener (Canadian), Kriezis (Greek), Lavender, Lindsay (Canadian), Louisburg (Canadian), Lunenburg (Canadian), Mayflower (Canadian), Mignonette, Mimico (Canadian), Moosejaw (Canadian), Narcissus, Nasturtium, Orchis, Ox-

### UTAH BEACH FORCE U

**HQ** — USS Bayfield, attack transport (Rear Admiral D. P. Moon USN).

#### Assault Forces

**LSI(L)** — ss Empire Gauntlet (British), Barnett, Joseph T. Dickman. The US troopships Bienville, Excelsior and Explorer arrived on June 8. The troopship Sea Porpoise arrived on July 3.

### Gunfire Support Bombarding Force A

**Battleship** — USS Nevada.

**Monitor** — HMS Erebus.

**Cruisers** — HM ships Black Prince, Enterprise and Hawkins, USS Quincy, USS Tuscaloosa.

**Destroyers** — Fitch, Forrest, Hobson, Shubrick (all USN).

**Reserve** — destroyer USS Jeffers.

#### Minesweepers

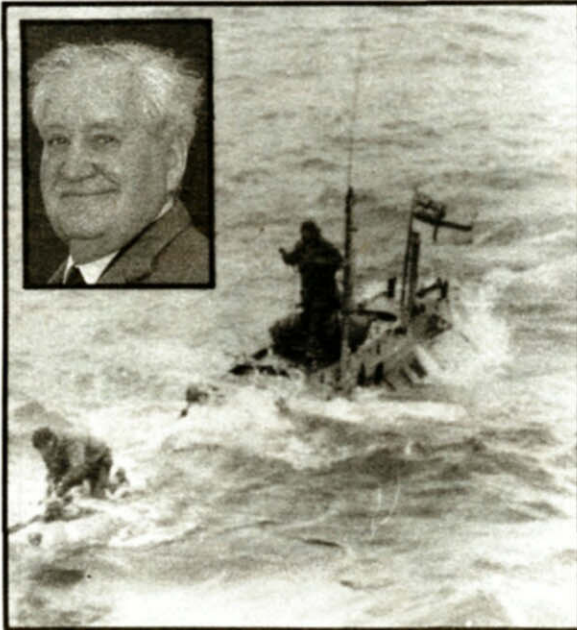
**14th M/S Flotilla** — Guysborough and Kenora (Canadian), Poole, Romney, Rye, Seaham, Vegreville (Canadian), Whitehaven. Attached danlayers — Georgian, Peterhead, Sir Galahad, Sir Lancelot, and 4 MLs.

**16th M/S Flotilla** — Beaumaris, Dornoch, Ilfracombe, Parsboro, Qualicum, Tadoussac, Wedgeport. Attached danlayers — Armana, Blyth, Canso, Kings Grey.

### Landing Ships and Craft (Eastern Task Force)

36 LSIs, 130 LSTs, 1 LSI(D), 444 LCTs, 116 LCIs, 109 Support LCs.

# Midgets that led the way



AMONG the smallest of the vessels in Operation Neptune were the two midget submarines X20 and X23 which acted as navigational beacons off Juno and Sword Beaches respectively.

In the main picture the commanding officer of X23, Lt George Honour, stands on the casing as his vessel arrives alongside the HQ ship HMS Largs at 0935 on D-Day, and (inset) as he appeared during a TV interview as part of BBC's coverage of the commemoration.

Lt Honour and the CO of X20, Lt Ken Hudspeth, began their training as pilots of the invasion fleet in March 1944.

## Hazardous

Their hazardous mission, codenamed Operation Gambit, began as early as June 2. Towed to a position off the Isle of Wight, the small, wave-tossed submarines made their 90-mile trip across the Channel to arrive off the Normandy beaches by June 4.

As planned, they fixed their marker positions by periscope then dived to the sea bed. When darkness fell they surfaced — and received a message

that the invasion had been postponed 24 hours.

Diving once more the crew and members of the Combined Operations Pilotage Party on board passed another long day in their cramped vessels by playing dice and sleeping.

The next night the midgets surfaced again to learn that this time the invasion was on. The X-craft set up their 18ft telescope masts carrying green lights and other navigational aids.

## Praise

Sixty-four of the 76 hours of their mission were spent submerged and in hideous weather conditions. During the times the craft were on the surface all the occupants of X23 were washed off the casing at one time or another, and so much water was shipped that continual pumping was necessary.

Their feat won the personal praise of Admiral Ramsay who commended the "great skill and endurance" of the X-craft crews.

Of X23 he said: "Their report of proceedings, which was a masterpiece of understatement, read like the deck log of a surface ship in peacetime, and not of a very small and vulnerable submarine carrying out a hazardous operation in time of war."



HMS Scourge seen from HMS Kelvin during the Normandy campaign. Picture: Imperial War Museum

# FORGOTTEN GENIUS (from page XXIII)

the naval Commander-in-Chief for the invasion of Normandy.

Stiff resistance was always expected and it was obvious that tactical surprise would be difficult to achieve — so Ramsay concentrated on super-efficiency in the business of delivering the troops to the beaches.

Here his supreme talent for planning came to the fore — in choosing the right types of ships and developing the new range of amphibious craft as well as supervising the training of the force.

Accurate navigation to the

beaches was essential — and midget submarines used as beacons provided one innovative solution.

In tackling the problems of supply, concrete Mulberry harbours were used to form a usable port and PLUTO, a long, flexible pipeline laid across the Channel, brought over the huge quantities of fuel required.

The success of Ramsay's techniques was reflected in the numbers of troops landed — half a million in just over a week, plus 77,000 vehicles — and their relatively swift advance to liberate France and

the Low Countries.

And when after the failure at Arnhem, a seaborne assault on Walcheren on the banks of the Scheldt became necessary to open up the port of Antwerp, Ramsay was again in overall control. Once again his efforts were crowned with success — though there were many casualties among the Royal Marines and Canadian forces embarked.

He was still at work, organising maritime support of the Army, when he was killed in an air crash on January 2, 1945 — just before his 62nd birthday. Ramsay was a strict discipli-

narian, which made him more respected than beloved by his subordinates — but without his passion for order the great operations he controlled in the last years of his career might easily have subsided into chaos.

If genius, as Wellington said, could be defined as an infinite capacity for taking pains, then a genius Ramsay undoubtedly was in his organisation of the many strands of amphibious warfare and in his ability to predict problems.

The draft of a lecture on combined operations which he prepared for the Royal United

Services Institute is almost as valid today as it was then. Perhaps the fact that he came from a distinguished Army family enabled him to have a particular appreciation of this environment.

His orders for Operation Neptune are a classic document in the history of warfare. The Commander-in-Chief Portsmouth afterwards complimented him that "they have of necessity been voluminous, but if I may presume to say so, so explicit that their successful implementation was assured."





Royal Navy cover for Prime Minister John Major as he arrives for the Beat Retreat ceremony at HMS Excellent on June 4 ...



Royal Navy cover for a veteran couple attending the Royal Garden Party.

## They don't care what the weatherman says

WEATHER conditions could not have been much worse as the Commemorative weekend began. Rain and wind swept Portsmouth on June 3 and 4, reminiscent of the weather which 50 years ago almost led to the postponement of D-Day.

But the thousands of veterans who had made the pilgrimage to the South Coast to attend the events, or merely to witness them, remained undeterred. A spot of foul weather was of little significance to those who had faced a more lethal storm in June 1944.

On Sunday, June 5, their fortitude was rewarded when a D-Day "window" of blue sky opened up to bathe the Drumhead Service and Review of Embarked Veterans in a cool but glorious sunlight.



A rain of memories for 71-year-old former petty officer Jim Rennie (right) and former acting quartermaster sergeant Chris Barber (74) as they stroll through the chairs placed for the Drumhead Service on Southsea Common.



With a little help from their friends disabled veterans found no trouble in getting around for the Drumhead Service, while (below) a break in the bad weather allowed this line-up for the camera. The standard bearers are (from left) Les Stafford, Stan Trueman, Stan Skippings and Nick Townsend.



QUEEN Elizabeth the Queen Mother meets veterans who braved the downpour on Saturday, June 4, to attend the ceremony of Beat Retreat at HMS Excellent.

Also attending were the Princess Royal and Cdr Tim Lawrence.

Music was provided by bands from the Royal Marines, Canada,

France and America. Also taking part were the RM Corps of Drums and the Queen's Colour Squadron of the RAF.

AEM Douglas Gorman, celebrating his 19th birthday as the button boy in the Window Ladder display, received the Queen's Shilling from the Queen Mother.





# CONCORDE SALUTE

CONCORDE passes over Plymouth Hoe as part of a fly-past by more than 120 aircraft. Among the planes were Sea Harriers, Tornados, F111s, MiGs and a Spitfire.

Below the supersonic airliner is the Type 22 frigate HMS Sheffield which fired a gun salute to start Plymouth's commemorative Parade of

Sail. More than 200 military, commercial and leisure vessels took part in the spectacle in Plymouth Sound.

The Lord Mayor, Cllr Walter Ainsworth, took the salute with Flag Officer Plymouth, Vice Admiral Sir Roy Newman, and the Commodore of the Royal Western Yacht Club, Vice Admiral Sir Robert Gerken.

Picture: Sgt Rick Brewer RAF



LEFT: American President Bill Clinton gets the point as the Princess Royal and Cdr Tim Lawrence explain the naval evolutions they are watching from HMY Britannia.

BELOW: With caps off and standing to attention the naval personnel on board HMS Edinburgh honour those who died at sea during the Normandy campaign. Among those lining the side as a wreath is cast into the sea is Flag Officer Surface Flotilla, Vice Admiral Mike Boyce, who flew his flag in the Edinburgh as leading officer of Britain's seaborne commemoration.

BOTTOM: The view from HMS Edinburgh as a line of international warships, with HMS Avenger in the foreground, pays homage in mid-Channel.



## Picture team

THE Royal Navy's photographic team covering the D-Day commemorations were: WO Paul Wellings, CPO Ash Amliwala, CPO Tel Harding, CPO Steve Newbury, PO Andy Chetty, PO Paul Cowpe, PO Paul McCabe, PO Fez Parker, PO Jeff Rees, PO Dizzy de Silva, PO Iggy Smith, LA Dave Coombs, LA Gary Davies, LA Steve Lewis, LA Tony Power, LA Terry Seward, LW Penny Taylor, LA Steve Wood, and Stu Reed.

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